

AMERICAN RAILROAD JOURNAL

AND

IRON MANUFACTURERS' AND MINING GAZETTE.

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American Railroad Journal.

New York, Saturday, October 16, 1875.

West Wisconsin Railway.

The West Wisconsin Railway, from the northern terminus of the Chicago and Northwestern Railway to Hudson, a distance of 177 miles, defaulted on the interest of its first mortgage bonds in January last, and this, it is claimed, has involved a forfeiture of its charter. The President issued a report to the bondholders in March, calling upon them to fund their coupons, and about two months ago a meeting was held in the New York office of the company, No. 60 Broadway, at which a committee was appointed, and it was recommended to the bondholders to deposit their bonds, so as to enable the committee to take definite action in their behalf by foreclosure or otherwise. On Sept. 15 the English first mortgage bondholders held a meeting of their own at the Cannon Street Hotel, London, James Goodson, Esq., one of the Trustees, presided. It was resolved to take similar but independent action to that recommended at the New York meeting, and Messrs. Frederick Lehman, Josiah Attwood, William F. Bruff, John Perry, R. U. Potts, Barthold Schlesinger, (of this

City,) and Henry Schlesinger were appointed a committee to act for the bondholders. A circular has been issued, copies of which have just been received here, calling upon all the bondholders, American as well as English, to act with the English committee. The Americans are asked to deposit their bonds with Naylor & Co., Nos. 99 and 101 John street. The committee believe the line to be in good condition and sufficiently equipped, though it is said certain liens exist on the rolling stock in favor of creditors. The company is said to have an exceedingly valuable land grant of 6,400 acres per mile:

The liabilities of the road are given as follows, by a recent statement of the President of the Railway Co.:

First mortgage land grant bonds, now outstanding, being the first charge upon the company's land grant and its line from Tomah to Hudson, a distance of about 155 miles. \$3,815,500
Southern extension mortgage bonds (including \$370,000 pledged as collateral security) 640,000
Consolidated bonds (including \$1,471,000 pledged as collateral security) ... 1,510,000
Other debts (against part of which the above \$1,841,000 of bonds are pledged) 1,842,526

The bonds pledged as collateral security would of course cease to constitute a liability of the company if the debts for which they are pledged were paid off.

According to the President's statements, the following was the company's revenue for 1873 and 1874:

	1873.	1874.
Gross receipts	\$869,188	\$884,920
Working expenses	591,974	697,107
Net revenue	\$277,214	\$187,813

This appears not to include any receipts from sale of lands, which the committee believe to be valuable.

The amount required to pay the annual interest on the first mortgage land grant bonds is \$267,085.

The committee propose to receive the bonds of such holders as will co-operate with them, and to issue in exchange negotiable receipts. They ask for a subscription of one half per cent, on the

nominal amount of the bonds deposited, (that is, \$5 for each £200 or \$1,000 bond,) and an engagement to make further contributions not exceeding an additional one and one half per cent. as necessary.

A trust deed to carry out the above object has been prepared, and copies of it accompany the circular.

New Jersey Midland Railway.

A meeting of the first mortgage bondholders of the New Jersey Midland Railway was held in this city on the 7th inst. Mr. D. B. Halstead presided, and Mr. E. S. Francis acted as Secretary. A plan of reorganization, devised by a committee appointed at a previous meeting for that purpose, was read, of which the following are the points:

1st—The foreclosure of the first mortgage already commenced to be consummated with as little delay as practicable, and the road, equipment, and property of the company to be bought and a new organization formed upon the following plan:

2d—The Receiver's certificates to the amount of \$350,000 to be protected and a new first mortgage of \$3,000,000, bearing seven per cent. currency interest, payable semi-annually, to be issued, the coupons to be funded for three years.

3d—The capital stock of the new company to be limited to \$4,000,000, of which \$1,200,000 of first preferred stock to be issued to the present first mortgage bondholders at the rate of \$400 stock for every \$1,000 bond, estimated to cover past due coupons to the date of issue and the funded interest on the new bonds.

4th—Issue a second \$1,500,000 of preferred stock to the present second mortgage bondholders.

5th—Issue \$600,000 of common stock to the creditors of the old company. The holders of the third mortgage bonds being considered creditors to the amount loaned on or paid for said bonds. The amount due in all cases to be audited by the Directors of the company. Out of the remainder of said capital stock each bona fide holder of stock in the present company to receive twenty five cents on the dollar in common stock of the new company.

6th—The affairs of the new company to be managed by a board of fifteen Directors, to be chosen, nine by the first preferred stockholders, four by the second preferred stockholders, and two by the common stockholders, until the earnings of the road shall be sufficient to pay a seven per cent. dividend on all the stock, after which neither class of stockholders to have any preference over others as to Directors or elections.

7th—First mortgage bondholders to deposit

their bonds with the Central Trust Company on or before 1st of December next, together with one half of one per cent. on the amount of said bonds, in cash, for defraying the costs of foreclosure. Holders of second mortgage bonds to deposit their bonds and pay a like sum on or before same date. Any balance over such costs and expenses of foreclosure to be applied in settling with those first mortgage bondholders who shall not join in the purchase of the road, and the remainder, if any, to be paid into the treasury of the new company.

Two of the committee reported against the proposed issuance of a second preferred stock, and Mr. Balastier offered another plan. At this point the Receiver, in response to inquiries, gave a statement of the condition of the road under his management, showing a deficiency. To put the road upon a proper footing, he estimated that \$385,000 will be required, divided as follows: For right of way, \$40,000, (this may be doubled or trebled;) for new rolling stock, \$184,000; due Middletown, Unionville and Water Gap Railroad, \$40,000; due on land mortgages, \$61,500; interest due on Weehawken land mortgage, \$10,000; State taxes due, \$25,000; repairs, \$25,000. Ex Gov. Price, of New Jersey, said he was satisfied that the road is worthless. He suggested that the only way to rehabilitate it is to open a connection to the coal regions, where an inexhaustible carrying trade awaits it.

Here a proposition was submitted on behalf of the South Mountain and Boston Railroad Company of New Jersey. This company offers to purchase at the foreclosure sale the New Jersey Midland Railway on certain stated terms, agreeing to finish its line by June 1, 1876, and to operate and maintain the same.

In order to obtain time to choose between this offer and the two other plans of reconstruction, an adjournment was taken until the 21st inst.

Erie Railway.

APPLICATION IN BEHALF OF THE ENGLISH BOND HOLDERS—ORDER OF JUDGE DONOHUE GRANTING THE APPLICATION.

Judge Donohue filed an order in Supreme Court, Chambers, on the 8th inst., on an affidavit previously submitted to him by Mr. McFarlane, of counsel for Mr. Jewett, Receiver of the Erie Railway. The affidavit, made by Mr. C. G. Barber, Mr. Jewett's Secretary, is as follows:

City and County of New York ss.—C. G. Barber, being duly sworn, says that he is, and, since the appointment of Mr. Jewett as Receiver of the Erie Railway Company, has been, the Secretary of that officer, and has for several years prior been Secretary of the President of that company, and is well informed as to the residence and ownership of the stock and bondholders of that company; and, on information and belief, he avers that a majority of the shares of the preferred stock, that much the greater portion of the shares of the common stock, and about nine tenths of the bonds upon which interest is in arrears, are owned and held in Great Britain; and, in like manner, he further states that the owners and holders of said stock and bonds so held and owned abroad have sent to the United States members of a committee by them selected, of whom Sir Edward W. Watkin is Chairman, and for whom Mr. John Morris, (Solicitor, &c., in London,) both of England, is legal adviser; and that, after full conference with the Receiver, Mr. Jewett, as to the future management and organization of the affairs of said company, they and the said Receiver have reached, among others, the following general conclusions, which said Jewett, as the officer of the court, deems it his duty to bring before the court for any appropriate sanction or instruction, viz:

1st—That the Receiver should give to the com-

mittee his views as to a proper scheme for the rearrangement or reorganization of the affairs of the company.

2d—That bondholders whose interest is in arrears ought to have a voice as to the expenditure of net earnings otherwise applicable to interest that may need to be expended during the period that default may continue, while the affairs of the company are being placed in that condition which will authorize the termination of the Receivership.

3d—That such voice might be practically expressed through a representative committee of the last named bondholders or of the said bond and stockholders, whose advice the Receiver should consult as to the expenditure of the last named earnings.

4th—That the last named committee should, as they may find needful, open an office in the City of London for the transaction of business connected with the affairs of the said expenditures, and with the measures for the rearrangement or reorganization aforesaid, the proper expenses of which office the Receiver should pay from the funds of his receivership, and that the Receiver transmit monthly to that office a statement of earnings and expenditures, as he may find practicable.

5th—That it is just and expedient that at least those bondholders whose interest is at any time in arrears should be allowed to vote, and that it is desirable that the laws affecting the company should be so amended as to allow such voting, and that in the meantime all such measures should be encouraged by the Receiver, with a view to their becoming a part of such a plan of rearrangement or reorganization as will obstruct mere speculative voting and combinations, and at the same time encourage a steady and honest representation of the bona fide stock and bondholders who may be entitled to vote.

6th—That it is proper, and would be advantageous, to allow the stock and bondholders residing abroad to have some representation from their members in the Board of Directors so soon as the laws may be so amended as to permit of the election of a limited number of non resident Directors.

7th—That the Receivership should be terminated as soon as—by negotiations, if possible, or by foreclosure, if necessary—the company can be relieved of unjust and fraudulent engagements originating in the abuses of past management, and its affairs can be placed in a condition to be safely, prudently, and efficiently conducted by a corporation.

8th—That, to facilitate the carrying out of the measures which these conclusions contemplate, Mr. Morris should be associated with the present legal advisers of the company, and with the counsel of the Receiver, and be regarded as one of the legal advisers of the undertaking.

And deponent further says that he has read this affidavit to Mr. Jewett, the Receiver, and is desired by him to present the same to the court for such sanction or instruction as to the matters therein as the court may deem proper to give.

And deponent further says that the interests involved are very large and complicated, and that unless they are very carefully managed and all reasonable precautions are taken to allay the jealousy, and give a fair representation to the interests and wishes, of the foreign stock and bondholders, there may be a needless and expensive litigation, which said conclusions seem well adapted to prevent.

C. G. BARBER.

Subscribed and sworn to before me this 30th day of September, A. D., 1875.

HENRY L. SMYTHE, Notary Public.

The following is Judge Donohue's order:

On reading and filing notice of motion for this order, with proof of service thereof, you, the attorneys for the plaintiffs in the above entitled actions and for the defendants who have appeared therein respectively, and on motion of Mr. W. MacFarlane, of counsel for Hugh J. Jewett, Receiver, &c., no one appearing to oppose, it is ordered that until the further order of this Court the receiver of the Erie Railway Company be and he is hereby authorized in a prudent and proper manner not in-

consistent with his general duty as a receiver, to take such action as he may deem advisable upon the basis of the conclusions and to accomplish the purposes set forth in said affidavit and to make the proper payments thereby necessary.

CHARLES DONOHUE.

Eastern Railroad.

At a meeting of the directors of the Eastern Railroad Company, held in Boston on the 5th inst., it was unanimously voted that the President be instructed to issue the following statement for the information of the stockholders:

The Directors of the Eastern Railroad Company, having received the report of the Committee of Investigation, submit to the stockholders the following statement:

The entire indebtedness and liabilities of the corporation September 1, 1875, as shown by that report, were as follows:

Bonds	\$5,691,448 00
Ten Year Notes, including \$2,000,000 Sinking Fund	5,676,500 00
Notes maturing within 8 months...	1,677,900 00
" " " 3 years	286,000 00
Notes of P., S. and P. R. R. indorsed by E. R. R.	250,000 00
Other debts not bearing interest...	344,400 67
	<hr/>
	\$13,926,248 67
Liability on purchase of Mill Pond Lands in Charlestown, assumed at time of purchase and maturing in 1877	724,125 00
	<hr/>
	\$14,650,373 67

There is also a contingent liability of the corporation as indorser of bonds of the Portsmouth, Great Falls and Conway Railroad, amounting to \$514,000, that mature in 1892.

Against this indebtedness, besides the road, stations, lands, equipment and all other items properly included in Construction account, and representing the whole permanent plant and income earning property of the corporation, it holds the following items of specific property, in excess of what is required for the business of the road, viz:

Lands at Charlestown, not required for use of the road, at Assessor's valuation	\$1,300,200 00
Lands at East Boston, Lynn, Malden and other places on line of the road not required for use, and shares in connecting railroads, and other items of property, valued by committee at	1,211,551 44
Balances due from other roads, agents, etc.	460,976 72
	<hr/>
	\$2,972,728 16

To this add:

Coal, Wood and Iron on hand.....	316 529 08
Cash.....	130,895 66
	<hr/>
	\$3,419,652 90

The above items do not include the investment of the corporation in the P., G. F. & C. R. R., consisting of 5513 shares of stock, costing..

Bonds, costing at par	486,000 00
	<hr/>
	\$1,037,300 00

The value of this investment depends of course, in great measure, upon the ultimate success of the Eastern Railroad, which operates the P., G. F. and C. R. R. under a lease made by that corporation to the Eastern Railroad in N. H.

The directors see no reason to doubt that, before the maturity of its bonds, the P., G. F. and C. R. R. will be self sustaining and ample security for the debt which they represent, and that its shares will at all times have an appreciable value. Without estimating these securities of the Conway road, it will be seen that if the property owned by the Corporation, not required for railroad purposes,

could be made available it would reduce the debt of the corporation to \$11,230,720 77.

The apparent increase in the net amount of debt since the last annual report is in part accounted for by the entire omission of these securities of the P., G. F. and C. R. R. from the present valuation of the property of the road, the diminished valuation put upon the property of the road by payments made upon pre-existing contracts for steel rails and additional lands in Charlestown, and by discount on sales of securities.

The directors realize that the report of their Investigating Committee, and the above statement, based upon that report, are at least as unfavorable to the road as the facts will warrant; but notwithstanding the adverse appearance of these figures, made during the most disastrous year since the inauguration of the railway system in this country, they believe that the views of the Committee, expressed in the subjoined extract from the concluding paragraph of their report, are true and will commend themselves to the public:

"However discouraging the present aspect of the financial condition may seem to be, we must not forget that the increase of population and business is steadily going on. The receipts of the road must continue to grow in the future as they have grown in the past. From 1861 to 1871 the increase of travel was from 1,122,405 in 1861 to 3,645,649 in 1871, so that it is fair to suppose that the increase in population along the line of the road, which has in Essex county alone been 10 per cent. during the last five years, will still continue. We are also aware of the recent great development of business in Maine and New Hampshire through the increase of railroad facilities, which will probably still grow in the future, so that by careful watching and accommodating the traffic and reducing our expenditures to within the lowest practicable bounds, we may look forward with confidence to a return of prosperity in the affairs of the road."

By order of the Directors,
JNO. WOOLDRIDGE,
Boston, Oct. 5, 1875. President.

Western Maryland Railroad.

A bill of complaint has been prepared by Samuel Snowden and J. Thomas Scharf, solicitors, to be filed in the Circuit Court for Baltimore county, Md., against the Western Maryland Railroad Company, the complainants being Daniel Dougherty, James Dougherty, Paul Whitman and Mary Ann Dougherty, administratrix of Dennis Dougherty, holders of preferred second mortgage bonds of that company. The bill recites that the interest on the bonds held by the complainants have been due and unpaid for more than thirty months; that by the terms of the mortgage securing these bonds the trustees, grantees in the mortgage, are authorized to sell the road, but they refuse to do so, and therefor a decree is asked for removing these trustees, and for the sale of the mortgaged property for the payment of the claims of the complainants and distribution among the creditors of the company according to their several priorities.

The bill further alleges the railroad company is insolvent, and asks for the appointment of a receiver for the road, and for an injunction to restrain the company from interfering with any of the property included in the mortgage.

The preferred second mortgage bonds mentioned were issued in 1868 to the amount of \$600,000, and are payable in 1895, with six per cent. interest, payable semi annually in Baltimore on the presentation of coupons attached to the bonds. The company, to secure these bonds, conveyed to certain trustees all its property and effects, real

and personal, with the road bed, superstructure, &c., between the Relay House and Hagerstown, the net revenues, engines, cars, and rolling stock, &c.

The complainants, Mary Ann Dougherty, administratrix, holds 7 of the \$1,000 bonds, James Dougherty holds 14 of \$500 bonds, Paul Whitman holds 2 of \$1,000 and 2 of \$500 bonds, and Daniel Dougherty holds 7 of \$500 bonds.

The bill recites that a mortgage was executed by the company in 1858 for \$600,000 of bonds, another mortgage in 1867 to the city of Baltimore and Washington county for bonds to the same amount, and that the last named mortgage has been postponed by the grantees to the mortgage to secure the bonds of complainants.

Chicago, Danville and Vincennes Railroad.

The following order has been entered by Judge Drummond in the suit of Fosdick & Fish:

On application of the receiver upon petitions filed, leave is given him as such receiver to make an agreement for the rental of a road and property of the Chicago and Southern Railroad Co., as set forth in the petition filed on the 24th and 13th ult. And on petition of the receiver this day filed leave is given him to arrange with the Western Union Telegraph Co. to build, under their contract with the said C., D. & V. R. Co., a line of telegraph from Bismarck, Ill., along the line of what is known as the Indiana Division to Coal Creek, Ind., about 24 miles, as proposed in his printed report, pages 9 and 11; to pay the old account of the said telegraph company upon the best terms he can obtain; to make at the Danville shops the improvements mentioned in his printed report, page 31; and to surrender to the Hinckley Locomotive Works, of Boston, Mass., the five engines belonging to them now in his possession, and referred to in his printed report, pages 11 and 15.

The lease mentioned is that of the Chicago and Southern Railroad for a monthly rental of \$1,866 66 in gold, the lessee agreeing to run two suburban passenger trains daily, except Sundays, over the line, and to stop at such stations as that road shall direct. All free passes given by the C. & S. R. R. Co., on account of donation contracts shall be good on such trains and all other regular passenger trains between stations where such trains make regular stops.

Peoria and Rock Island Railroad.

The following is an abstract of the report of J. R. Hilliard, Esq., Receiver, filed on the 2d inst.:

The earnings for seven months ending August 31, 1875, have been \$73,110 22, against \$33,723 82 for the corresponding months of 1874, an increase of over 100 per cent. From the earnings have been paid:

To employes back pay in full.....	\$19,790 70
On account of notes secured by mort-	
gages.....	23,592 14
G. W. Cable, interest on bonds.....	7,500 00
New water tank at Galva.....	1,107 36
New iron.....	10,623 60
Cross ties.....	4,708 05
Labor putting in ties, etc.....	1,472 15
Rebuilding cars.....	2,800 61
Legal services.....	1,238 48

There is still remaining due on the chattel mortgage \$26,407 86, which can be paid within the next sixty days. The road is favorably located, running through a rich farming country, and having on either side valuable coal deposits in operation. Peoria has a population of over 30,000, and Rock Island, Davenport and Moline, more. There are numerous thriving towns along the road, most of them having good elevators,

thus being excellent grain markets. The road was cheaply constructed, and to that fact chiefly must be attributed its failure. The grades are so heavy, (some of them being upwards of 90 feet to the mile,) and the curves so sharp that only a train of 15 cars can be hauled by one engine; and from Peoria, 6 miles westward, two engines are necessary. If the grade could be lowered to 40 feet to the mile, and the curves made easier, a train of 25 cars could be hauled by one engine, and great expense avoided. The cuts, fills and ditching were so carelessly done that the road-bed needs widening and deeper ditching alongside it. The ties being of pine must be replaced as soon as possible. There are 225 bridges along the line, 5 being of the Howe truss pattern, and the others trestle. Many of the latter, having been built on soft wood piles, need extensive repairing. The iron between Peoria and Orion is generally good, only needing about 200 tons of new rails. That between Orion and Coal Valley is much worn, having been used by the Rockford, Rock Island and St. Louis Railroad, and will need 200 tons of new iron. Between Coal Valley and Rock Island the road is also bad, having been used by the Coal Valley Mining Co., and 600 tons of iron and 5,000 ties will be needed to put it in repair. Much expense has been incurred by the want of depot grounds. The loss at Peoria is annually nearly equal to the cost of purchasing grounds and erecting suitable buildings. At Rock Island also the necessary freight and passenger room is leased from competing lines, causing great expense and inconvenience. In both these cities land for depots is scarce, and it is necessary that it should be purchased at once. The company is also suffering from the lack of a suitable quantity of rolling stock. There are only three passenger and four freight engines, and the receiver is constantly under the necessity of hiring engines. This is a very difficult matter in the busy season, and much inconvenience results. A switch engine is also much needed. There are about 20 miles of road for which the right of way has been purchased but not paid for. The debt will be liquidated at the rate of \$50 an acre, and many adjacent land owners be thus converted from enemies to friends. There are also about 80 miles of track unfenced, and as the land owners offer liberal inducements, and the amount paid for stock killed is large, the receiver recommends that this portion be fenced at once. An order was thereupon entered by Judge Drummond allowing the receiver to make such improvements in the track and bridges as are absolutely necessary; to purchase such ties, piles and iron, as are imperatively demanded, and one freight engine; to examine the site for a depot in Peoria, and report its location and cost, and also to report from month to month a list of his expenses, and disbursements and receipts.

The Providence, R. I., Journal has information of the progress of the Providence, Pongansett and Springfield Railroad movement among the Connecticut towns that leaves little doubt that the location now being made in Rhode Island will be continued through Connecticut.

Ebenezer Westcott has been appointed Receiver for the Bridgeton and Port Norris Railroad, in place of Hon. A. W. Markley, deceased.

Official List of Patents Issued by the United States Patent-Office.

[FOR THE WEEK ENDING OCTOBER 7, 1875.]

MECHANICAL AND RAILROAD.

- 167,825. Wrench-bars, A. G. Coes, Worcester, Mass.
 167,842. Gates for R. R. crossings, P. Keller, Wrightsville, Penn.
 167,860. Steam pistons, O. M. Stillman, Westerly, R. I.
 167,861. Feed devices for rolling mills, S. Vanstone, Providence, R. I.
 167,863. Derricks, W. C. Wetherill, Youngstown, Ohio.
 167,865. Balanced valves, J. F. Allen, New York.
 167,888. Exhaust pipes, J. C. Farmer, Providence, R. I.
 167,884. Countersinks, F. F. Farmer, Boston, Mass.
 167,890. Molder's flasks, H. H. Garrett, Albany, N. Y.
 167,897. Ratchet braces for Drills, H. C. Hart, Unionville, Conn.
 167,928. Car starters, L. C. Parker, Robinson, Kansas.
 167,974. Metal turning lathes, G. F. Ballou, Pawtucket, R. I.
 167,999. Mechanical motors, J. W. H. Doubler, Philadelphia, Penn.
 168,021. Nut-locks, C. Holton, Reading, Penn.
 168,026. Machine for rolling metal tubes, C. L. Johnson, Whitesborough, N. Y.
 168,035. Rotary engines, W. Lyon, Newark, N. J.
 168,037. Nails, A. Marotzski, Jersey City, N. J.
 168,041. Car couplings, G. H. McGlothlen, Clarinda, Iowa.
 168,055. Railway crossings, C. C. Shelly, Jersey City, N. J.
 168,058. Electric railroad signals, S. W. Sperry, Reading, Penn.
 168,062. Time locks, E. Stockwell, Stamford, Conn.

MINING.

- 168,010. Rock drills, G. Frisbee, Reading, Penn.

SHEET METAL.

- 167,870. Metallic cans, G. W. Bell, Brooklyn, N. Y.
 167,897. Metal drills, H. C. Hart, Unionville, Conn.
 167,969. Soldering irons, J. Aguilar, Baltimore, Md.
 167,974. Metal turning lathes, G. F. Ballou, Pawtucket, R. I.
 168,001. Sheet metal cans, J. F. Drummond, New York.
 168,026. Metal tubes, C. L. Johnson, Whitesborough, N. Y.
 168,063. Sheet iron blanks, G. E. Taylor, Philadelphia, Penn.

The San Francisco Call says that the Oceanic, the pioneer steamer of the Occidental and Oriental line, arrived there on the 29th ult. from China and Japan, and then adds: The cargo is the most valuable that has ever crossed the Pacific since the epoch of the Spanish galleons that lumbered over the rollers and made Acapulco their haven. It is valued at one million dollars, and consists of 81,704 packages of tea, 858 of silk, and 17,804 of general merchandise. There were also \$22,235 in specie on board. As most of the cargo is consigned East, the Central Pacific Railroad

Company have made special arrangements for its transit. One hundred and twenty cars will be required. The Oceanic brought a large list of passengers, including 257 Chinese.

The Manhattan Railway.

REPORT OF THE COMMISSIONERS.

To His Honor W. H. Wickham, Mayor:

SIR: The undersigned, the Commissioners appointed by you under the provisions of chapter 606, Laws of 1875, reported on the 6th ult. the routes for steam railways fixed, determined, and located within the sixty days by the law allowed for such action. The reasons thus stated for addressing that report to you prompt us now to make formal report to you of the plans also, which we have, within the ninety days allowed for that purpose, decided upon, for the construction of such railways, with the necessary supports, &c., upon the routes in the locations determined. As was suggested in our former communication, we have attempted to ascertain not what is, under other circumstances, the best in theory merely, but what is the best that can here and now be realized in practice. We have thought it to be our duty so to designate routes and so to describe plans of structure as to make sure, if possible, of the actual accomplishment of rapid transit. And, beginning our work with a sincere desire for information, and with minds open to conviction, we have considered every suggestion made in response to published or personal invitations on the subject. To engineers and the capitalists expressing a desire to invest moneys in the enterprise we have given special attention. We perceived at once that in such an undertaking capital should be hampered with the fewest possible restrictions. Remembering the discussions had during the last fifteen years, and the history of the several attempts in that time made to reach the results desired; considering the circumstances of the present situation, and advised by engineers and capitalists as well, we had, before the date of our previous report, reached the conclusion that elevated steam railways are not only more likely than any other steam railways to be actually constructed in this City, but are the best for the purposes in view. It is with reference to the location, not of the tracks or railways, but of the route itself, that the law under which we have acted required us to determine whether it should be over, under, through, or across the several streets traversed, and you will remember that in our resolutions designating routes, and adopted within the statutory sixty days, we carefully described elevated routes. Nobody has proposed to us to construct a railway either under the surface of the street or in a tunnel. But when we determined the routes we had already heard the arguments of engineers who have proposed what are called "depressed" or "open-cut" railways, and we had examined their drawings and specifications. Since then, and within the last three weeks, we have been again urged by parties in interest to decide upon that plan as the style of construction to be adopted. But our deliberate judgment has been against it, and had we been otherwise inclined, we are advised by counsel that, having designated the routes already described, it was not within our power to decide upon a "depressed" or "open-cut" plan of construction, and that it is indeed doubtful whether the law

which allows the streets to be used for steam railways can be held to intend that so large a portion of a street as is necessary to make a "depressed" or "open-cut" railway materially better than an underground or tunnel road should be absolutely withdrawn from the possibility of use for any purpose other than that of furnishing air and light to a steam railway below the surface. The plans for the construction of rapid transit railways now decided upon by us are described in the resolutions adopted on the 4th inst., of which copies accompany this report. It will be observed that with regard to the structure we have limited our requirements to essentials, exacting attention only to the necessary conditions of strength and safety. As to all matters of detail we have allowed the widest range of choice to those who shall build the road. Our purpose has been to secure the roadway of the streets against obstructions wherever it is practicable to do so; and though we have allowed a certain range of choice for selection, by the companies building the roads, of the plan of structure to be used in any particular street, it will be found, we think, that they are required to employ in each street a structure which affords least occasion for objection in that locality. We have had a communication from the Honorable the Common Council on this subject, which was received with great deference, and with the suggestions therein made we have complied as far as was possible in view of the general controlling considerations above referred to. Among the plans submitted to us by engineers and inventors there are many of great merit—too many to be here more particularly referred to. And the general requirements by us adopted allow, we believe, the companies which may construct the railways to select the best features of each of these plans in the structures to be erected. The time allowed us by the statute within which to decide upon the style of construction has proved too short for the investigations and experiments which might have enabled us to speak with confidence as to the relative excellence of many of these plans. That must be left to the experts who will be employed by the capitalists controlling the corporations which are to build the railways. In our labors we have been assisted by the exhaustive and admirable report of the Society of Engineers upon the subject of rapid transit roads, and we have also had the privilege of reference to the recorded proceedings of Commissioners who have preceded us in the consideration of the elements of the problem peculiar to this locality. For quite two months we have had the advantage of daily consultation with Mr. Isaac Newton and Mr. Samuel H. Shreve, well known civil engineers, who have given special attention to the questions which arise with reference to elevated railways. They have made careful examination of the many plans of construction submitted to us, and to their experience and thorough knowledge as to the theory as well as practice in such cases we are greatly indebted.

The law under which we have acted is new, and it contains many provisions novel in the legislation of this State upon which the courts have not yet passed. The Constitution, too, has been recently so amended as greatly to increase the difficulties of enterprises such as we have been

directed to provide for, and several of the parties concerned have been constantly represented before us by counsel advocating the views and interests of clients. Under these circumstances we have found it necessary to require the almost daily attendance and advice of Burton N. Harrison, Esq., who is our own regular counsel, and we have also, at his suggestion, repeatedly consulted with and have the opinions of James Emott, Esq., and Stephen P. Nash, Esq., who were retained by Mr. Harrison as special counsel to the board. Although the New York Elevated Railway Company and the Gilbert Elevated Railway Company give us reasonable assurance that they will construct and operate railways within the time and upon the routes prescribed to them by us, we still adhere to the opinion suggested in our previous report, and for the reasons there stated: that a new corporation should be organized, as the law allows us to do to render "assurance doubly sure" that our labors will result in rapid transit actually accomplished. That corporation we have decided to name the Manhattan Railway Company. It is to be organized with a capital of \$2,000,000, and books of subscription to the capital will be opened within the next thirty days and as soon as practicable after we shall have drawn the articles of association, by the law required to be by us prepared for the subscribers. We have also, within the statutory ninety days, determined the times within which the several portions of the railway shall be constructed and be ready to be operated, together with the maximum rate to be paid for transportation and conveyance over such railways, and the hours during which special cars or trains shall be run at reduced rates of fares. Copies of our resolutions on these subjects are herewith annexed as a part of this report. In finishing this communication we are happy to be able again to inform you of the harmony with which we have worked together since the board was organized, and to state that the conclusions reached are by unanimous votes. We have done everything in our power to further your own expressed wishes and earnest efforts in the solution of one of the urgent problems of the day in municipal government, and you can in the future, as heretofore, rely upon our co-operation, with the hope that by rendering the middle and upper portions of the City accessible by rapid transit from the localities in which business is now centred, we may not only add to the comforts and conveniences of life in New York, but may secure a large increase of population, and by distributing values of property more evenly throughout the area of the City reduce the rate of taxation and reduce also the amount of the City debt. Very respectfully your obedient servants,

JOSEPH SELIGMAN,
LEWIS B. BROWN,
C. H. DELAMATER,
JORDAN L. MOTT,
C. J. CANDIA.

The Philadelphia and Chester County Railroad Company propose to run a railroad from Philadelphia to some point east of Downingtown, on the Pennsylvania Railroad, by way of West Chester. It will be twenty-four miles in length, in almost a direct line. This road was begun two years ago, but only five miles of it was then completed, owing to the failure of the contractor.

The directors have made the necessary arrangements for recommencing the work during October.

Railroad Speculations.

A correspondent of the Sacramento Record Union, writing from Salem, Oregon, under date September 26th, says:

The North Pacific Railroad Company may reach Portland by the 1st of January, 1880, but that road cannot divert our commerce to Puget Sound. It is supposed that the Central Pacific Railroad Company is intending to secure two strings to its bow by some time or other building the Winnemucca road, to pass down the west side of the Willamette valley to Astoria. When at Forest Grove it will be thirty miles from Portland and only sixty miles from Astoria. It will naturally go to the latter. It is supposed that the Union Pacific Railroad Company will seek to be independent of the Central Pacific Railroad by building the Salt Lake road, which need not, and probably will not go to the upper Columbia, to compete with the North Pacific road, but can traverse middle Eastern Oregon and cross a good pass to this place, and so reach Astoria. A railroad to Astoria may be considered a certainty within ten years, and may be built in five or less, and when that place is so connected with the rest of Oregon it will be able to compete on a fair footing for the trade and commerce of the interior. The time is not very far distant when capital will seek Astoria as a place for enterprise and investment. Millions that are being coined will be there set to work sooner or later, and then will follow a struggle between the city of Portland, that is rich, and the city of Astoria, that wants to be, which will be interesting, to say the least of it.

Forty-first Parallel Railroad.

A certificate of incorporation of the Forty-first Parallel Railroad of Ohio has been filed with the Secretary of State. The road starts from and connects with the Forty-first Parallel Railroad of Indiana at the State line, at the township of Benton, Paulding county, in the State of Ohio, and runs through the counties of Paulding, Putnam, Hancock, Seneca, Huron, Ashland, Medina, Summit, Portage and Mahoning, and connects with the Forty-first Parallel Railroad of Pennsylvania, with a spur or branch diverging from the main or trunk line in Putnam or Hancock counties, running through the counties of Henry or Wood and Lucas to Lake Erie, at or near the city of Toledo, connecting with a branch or spur diverging from the main or trunk line in Lucas or Huron counties, through the county of Erie to Lake Erie at or near the city of Sandusky in Erie county. The length of the road is estimated at nearly three hundred miles. Capital stock is fixed at \$300,000, or \$10,000 per mile. The incorporators are Geo. B. Loring, L. M. Morrison, Daniel Saunders, Henry Blanchard and Charles Kellogg.

Wisconsin Central Railroad.

It must be a source of gratification to the people of Wisconsin to learn that the Wisconsin Central Railroad Company has concluded to commence work to-day on the straight line between Stevens Point and Portage City. The company waited to know whether Portage City, Packwaukee, Westfield, Hancock, Waupacka, Stevens Point, &c., had voted the small aid required. The amount asked for the whole line was \$72,000, or only \$1,000 per mile. Yet on this small basis the company will proceed with the work, and if the present autumn is favorable they hope to have the whole line completed from Stevens Point to Portage City by the 15th of September, 1876. The route is so very favorable the engineers think they can grade, lay the track and iron it for \$11,000 per mile; and they are confident that on this

comparatively small investment to what other roads have cost they can render it a paying line.

The road will be of immense advantage to the farmers north of Portage City, as we think it will add four cents to every bushel of grain that they raise, and lumber which is now so dear there, will then be cheap, as they will then have direct and easy access to the pineries of Northern Wisconsin. This road will unquestionably add to the importance of Portage City as a railroad centre, and it will also become a valuable feeder to the Milwaukee and St. Paul in its distribution of lumber to Madison and other points, and also to Milwaukee, because the distance between Milwaukee and Stevens Point via Portage City or Menasha does not vary more than five miles.—*Mil. Wis., Oct. 6.*

Northern (Cal.) Railroad.

The San Francisco Real Estate Circular says that the Northern Railroad, which is at present to run from Woodland, on the California Pacific Railroad, to Tehama, is being rapidly built. The grading is already completed for a distance of about seven miles from Woodland. The steel rails are now arriving, and ties sufficient to lay twenty miles are already on hand. Track laying will be commenced in a few days, and the work will be pushed forward without interruption to a point opposite Colusa—a distance of thirty-eight miles. Several grain warehouses are already being erected along the line, and much of the grain will be held for shipment by rail. The construction of this road opens up one of the best grain growing sections of the State. It is the intention, eventually, to have the terminus of the Northern Railroad at Oakland, a bridge or ferry to accommodate which will cross the Straits of Carquinez.

Durability of Steel Rails.

The last iron rail has been laid on the Central and Southern Pacific Railroads. In future steel rails will be used exclusively on both these roads and their branches. Thirteen thousand tons of Bessemer steel rails are now afloat, on the way here for the Southern Pacific Railroad. The first instalment of this large order arrived here last week. Some four years ago iron and steel rails were laid alternately on the railroad tracks at Fourth and Townsend streets. Trains of passenger and freight cars run over some of the tracks there one hundred times a day. The iron rails have been renewed three times, they being utterly worn out each time, while as yet the steel rails show no perceptible sign of wear at all. This is also true on the mountain division of the Central Pacific, in the Sierra Nevada. The wear and tear on rails there is extremely severe, and the curves in many places very sharp, but as yet the steel rails laid there show no perceptible wear. The same material is, of course, used in the iron as in the steel rails, the difference being that, to make steel of it, the iron is put through a scientific, patented process, a description of which would occupy too much space here. The patent for Bessemer steel rails has about half expired, and, in consequence, a reduction in the price of rails made under it has recently occurred. With steel rails and redwood ties on the main Central and Southern Pacific Railroads and their branches, accompanied by well ballasted road-beds, we will have railroads as nearly indestructible as money can make them, and well calculated in every way to bear the enormous and rapidly increasing traffic of the Pacific coast.—*San Francisco R. E. Cir.*

Packages for transmission through the mails between the countries embraced by the Treaty of Berne are limited to eight ounces for written matter and two pounds three ounces for printed. All packages exceeding this weight must go to the Dead Letter Office,

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.	13,280,000	J. & J.	July '75 34	Long Island	8,000,000	M. & S.	May '73 10a	Vermont and Mass.	1,860,000	A. & O.	Oct. '75 2
Allegheny Valley	2,263,350	J. & J.	July '74 4	Louisv. Cin. and Lex.	1,823,483	J. & J.	July '69 3	Warren (N. J.)	1,800,000	J. & D.	Dec. '74 3
Atlanta and West Point.	1,232,200	J. & J.	July '74 4	Louisville & Nashville.	848,700	J. & J.	Jan. '74 4	Warwick Valley	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf	3,693,200	J. & J.	July '74 4	Louisv. N. Alb. & Chi.	8,980,600	F. & A.	Feb. '74 4	Westchester & Phil. pref.	821,300	J. & J.	July '75 4
Atlantic and St. Law.	786,476	M. & N.	Nov. '73 34	Louisv. N. Alb. & Chi.	8,000,000	J. & D.	Dec. '70 3	West Jersey	1,553,750	F. & A.	Feb. '74 4
Atlantic and St. Law.	39,494,900	M. & S.	Sept. '75 3	Lowell and Lawrence	200,000	A. & O.	Apr. '75 3	Winchester & Potomac	180,000	J. & J.	July '75 3
Avon, Genesee & Mt. M.	1,500,000	A. & O.	Jan. '75 5	Lykens Valley	2,600,000	F. M. A. N.	Aug. '75 24	Winchester & Strasburg	500,000	J. & J.	July '75 34
Baltimore and Ohio	13,151,962	M. & N.	May '75 5	Macon and Western	2,500,000	J. & J.	July '73 5	Worcester and Nashua.	1,789,800	J. & J.	July '75 34
Washington Br.	1,650,000	A. & O.	Apr. '75 5	Maine Central	3,400,500	M. & N.	May '75 5	HORSE-POWER R. R.			
Parkersburg Br. pref.	5,680,885	J. & J.	Oct. '75 0	Manchester and Law.	1,000,000	M. & S.	May '75 5	Albany City	110,300	J. & J.	July '75 4
Berkshire	320,500	quarterly	Oct. '75 0	Marletta & Cincinnati.	1,408,912	M. & S.	Sept. '66 3a	Baltimore City	801,000	J. & J.	July '75 4
Bosburg & Corning.	250,000	J. & D.	Dec. '72 24	Massachusetts	4,480,368	M. & S.	Sept. '66 3a	Bleeker St. & Fy. (N.Y.)	900,000	J. & J.	July '75 4
Boston and Albany	10,864,100	M. & N.	May '75 5	Massachusetts	400,000	F. & A.	Feb. '75 3	Boston and Chelsea	110,000	A. & O.	Oct. '75 4
Bos. Cin. & Fitchburg.	633,200	J. & J.	July '75 3	Memphis & Charleston.	5,312,725	J. & D.	Jan. '69 3	Broadway (Brooklyn)	200,000	J. & J.	Jan. '75 5
Agricultural Br. guar.	60,000	J. & D.	June '75 3	Michigan Central	18,733,204	J. & J.	Jan. '73 4a	Broadway & 7th Av. (N.Y.)	2,100,000	A. & J.	Jan. '75 4
Bost. Conc. & Mont. pref.	800,000	M. & N.	May '75 3	Mill Creek & Minehill.	323,375	J. & J.	July '75 5	Brooklyn City	1,500,000	F. M. A. N.	Aug. '75 3
Boston and Lowell	3,200,000	J. & J.	July '75 3	Millwaukee and St. Paul.	15,393,261	J. & J.	Dec. '70 75	Brooklyn City & Newt.	600,000	J. & J.	July '70
Boston and Maine	6,921,274	M. & N.	May '75 4	Milwaukee pref.	12,274,483	F. & A.	Aug. '74 34b	Brooklyn City & Jamaica.	488,100	J. & J.	July '75 3
Boston and Providence.	4,000,000	M. & N.	May '75 5	M. Hill & Schuyl. Hav.	3,856,450	J. & J.	July '75 34	Bushwick (Brooklyn)	302,000	J. & J.	July '71 34
Buffalo, N. Y. and Erie.	560,000	F. & A.	Aug. '74 34	Morris and Essex	14,008,100	J. & J.	July '75 34	Cambridge	800,500	A. & O.	Oct. '75 24
Burlington and Mo. Riv.	5,254,203	M. & S.	Sept. '75 5	Nashua and Lowell	800,000	M. & N.	May '75 0	Can. Park, N. & E. Riv.	1,068,400	A. & O.	Oct. '75 24
Burlington and Mo. Riv.	1,485,900	M. & S.	Sept. '75 5	Naugatuck	1,882,900	F. & A.	Feb. '75 64	Citizens' (Phil.)	600,000	J. & J.	Jan. '75 9
Camden and Amboy.	5,847,806	quarterly	Oct. '75 34	Nesquehoning Valley.	1,000,000	M. & S.	Sept. '75 5	Citizens' (Pbg.)	200,000	M. & N.	Nov. '71 7
Camden and Atlantic.	377,400	J. & J.	Oct. '75 34	Newark and N. York.	977,400	J. & J.	Jan. '75 34	Coney Island & Hook.	500,000	J. & J.	July '75 2
Cape Cod	838,469	J. & J.	Oct. '75 34	N. Bedford	1,070,000	M. & N.	May '75 4	D. Dock, E. B'dw. & Bat.	1,200,000	F. M. A. N.	Aug. '75 2
Cape May and Millville.	1,020,330	J. & J.	Jan. '72 42a	N. Castle & Beaver Val.	1,800,000	quarterly	Oct. '75 24	Elizabeth Avenue (N.Y.)	1,000,000	J. & J.	Jan. '75 6
Cape May and Millville.	447,000	J. & D.	June '75 3	N. Haven & Northamp.	605,000	quarterly	Sept. '72 3	Elizabeth and Newark	200,000	J. & J.	Jan. '75 6
Catawissa & Fogelsv.	426,900	Novemb.	Nov. '71 6	New Jersey	7,295,200	quarterly	Oct. '75 24	42nd St. & G. St. Ferry.	748,000	M. & N.	May '75 5
Catawissa	1,159,500	M. & N.	May '75 24	New London Northern.	1,418,800	quarterly	Oct. '75 2	Frank & Southw. (Ph.)	491,750	J. & J.	Jan. '75 5
Cayuga and Susq.	589,116	J. & J.	July '75 4	N. Y. Cen. & Hudson R.	89,428,330	quarterly	Oct. '75 2	Germantown (Ph.)	1,000,000	J. & J.	July '75 3
Cedar Rapids & Mo. Riv.	6,850,406	F. M. A. N.	Aug. '75 1	New York and Harlem.	8,500,000	J. & J.	July '75 4	Girard College (Ph.)	500,000	J. & J.	July '75 3
Cedar Rapids & Mo. Riv.	769,600	F. & A.	Aug. '75 34	N. Y., N. H. & Hartf.	15,500,000	J. & J.	July '75 4	Grand St. and Newton.	170,000	J. & J.	July '75 2
Central of Georgia	4,666,800	J. & J.	July '75 5	N. Y., Provid. & Boston.	2,590,000	quarterly	July '75 24	Green & Coates St. (Ph.)	500,000	J. & J.	July '75 4
Central of New Jersey.	20,000,000	J. & D.	Oct. '75 24	Nisg. Bridge & Canaan.	1,000,000	J. & J.	July '75 3	Heston, Mantau & Fairm.	2,050,000	M. & N.	May '75 14
Central Ohio	2,425,000	J. & D.	June '75 3	North Carolina	4,000,000	irregular.	Jan. '73 5	Higland	200,000	M. & N.	May '75 4
Central Pacific	54,275,500	A. & O.	Oct. '75 4	N. Eastern (S. C.) pref.	96,000	M. & N.	May '67 4	Lomb. & South Sts. (Ph.)	105,000	A. & O.	Oct. '71 6
Chemung	380,000	quarterly	July '75 14	North Pennsylvania.	3,866,500	F. & A.	Aug. '75 3	Lynn and Boston	200,000	J. & J.	July '75 4
Chesapeake, preferred	2,100,000	J. & J.	July '75 2	Northern Central	5,842,000	M. & N.	July '74 34	Malden and Melrose	200,000	J. & J.	July '75 4
Chesapeake and Alton.	899,900	M. & S.	Sept. '75 4	Northern N. Hampsh.	3,065,400	J. & D.	June '75 34	Metropolitan (Boston)	1,600,000	M. & N.	May '75 3
Chesapeake and Alton.	2,425,400	M. & S.	Sept. '75 4	Northern New Jersey.	1,000,000	J. & J.	July '74 4	Middlesex (Boston)	400,000	M. & N.	May '75 3
Chicago, Burl. & Quincy.	19,898,910	M. & S.	Sept. '75 5	Norwich & Worcester.	2,804,400	J. & J.	July '75 5	Ninth Avenue (N. Y.)	797,320	J. & J.	July '75 4
Chicago, Burl. & Quincy.	3,916,200	J. & J.	July '75 4	Ogdens & L. Champ.	3,077,000	J. & J.	July '75 3	Orange and Newark	282,555	J. & J.	July '75 5
Chicago & N. Western.	14,964,600	J. & D.	Dec. '72 34	Ohio and Mississippi.	2,000,000	A. & O.	Oct. '75 4	Philadelphia City	750,000	J. & J.	July '75 5
Chicago & N. Western.	12,455,653	J. & J.	July '75 34	Oil Cr. & Allegheny R.	4,030,000	J. & D.	Mar. '75 34	Philadelphia and Dary.	200,000	J. & J.	July '71 2
Chicago, R. I. & Pacific.	25,000,000	A. & O.	Oct. '75 4	Old Colony & Newport.	4,259,450	quarterly	Jan. '74 3	Phila. and Grey's Ferry.	284,775	J. & J.	July '75 2
Cin. Ham. & Dayton.	3,500,000	A. & O.	Apr. '78 4	Oswego and Syracuse.	698,100	J. & J.	July '75 34	Pbg. Alleg. & Manchester.	200,000	M. & N.	Nov. '69 8
Cin. Sand. & Clev.	2,980,550	J. & J.	Apr. '72 10a	Pacific of Missouri.	3,635,750	quarterly	Oct. '75 14	Second Avenue (N. Y.)	888,100	J. A. J. O.	Jan. '74 3
Clev. Col. Cin. & Ind.	14,991,275	F. & A.	Feb. '75 34	Panama	7,000,000	quarterly	Oct. '75 3	Second & Third St. (Ph.)	962,100	J. & J.	July '75 5
Cleveland & Mahoning.	2,067,569	M. & N.	May '74 34	Paterson and Hudson.	832,000	J. & J.	July '75 4	17th & 19th streets (Ph.)	500,000	J. & J.	July '74 2
Cleveland & Pittsburgh.	11,236,150	F. M. A. N.	Aug. '75 14	Paterson and Newark.	250,000	J. & J.	July '75 4	Sixth Avenue (N. Y.)	750,000	M. & N.	Nov. '74 6
Col. Chic. & Ind. Cen.	13,000,000	M. & S.	Sept. '75 2	Paterson and Ramapo.	243,000	J. & J.	July '75 34	Third Avenue (N. Y.)	1,170,000	F. M. A. N.	Aug. '75 3
Columbus and Xenia.	1,786,800	M. J. S. D.	Sept. '75 2	Pember & Hightstown.	242,150	J. & J.	Jan. '75 3	13th & 15th street (Ph.)	1,000,000	J. & J.	July '75 2
Colum. & Hocking Val.	2,600,000	F. & A.	Aug. '75 4	Pennsylvania	68,144,475	quarterly	Aug. '75 2	23d street (N. Y.)	600,000	J. & J.	Jan. '75 4
Concord	1,600,000	M. & N.	May '75 5	Peoria & Bureau Val.	1,200,000	F. & A.	Aug. '75 4	Somerville (Boston)	98,000	M. & N.	May '75 3
Concord and Ports.	350,000	J. & J.	July '75 34	Philadelphia and Erie.	6,004,300	J. & J.	July '74 4	South Boston	450,000	quarterly	Oct. '75 24
Conn. & Pussump Riv. I.	2,100,000	F. & A.	Feb. '75 3	Phil. Ger. & Norristown.	1,626,250	M. J. S. D.	Sept. '75 3	Union (Boston)	386,800	J. & J.	July '75 5
Connecticut River	2,107,000	J. & J.	July '75 4	Philadelphia & Reading.	32,684,375	quarterly	Oct. '75 24	Union (Phila.)	400,000	J. & J.	July '75 8
Cumberland Valley	1,292,950	A. & O.	Oct. '75 4	Phila. and Trenton.	1,551,800	quarterly	Oct. '75 24	West Philadelphia.	400,000	J. & J.	July '75 10
" 1st pref.	241,900	A. & O.	Oct. '75 4	Phila. W. & Balt.	11,524,250	J. & J.	July '75 4	CANALS.			
" 2d pref.	243,000	A. & O.	Oct. '75 4	Pittb. Ft. W. & Chi.	19,714,285	quarterly	Oct. '75 14	Chesapeake & Delaware.	1,983,563	J. & D.	June '75 2
Danbury and Newfalls.	600,000	J. & J.	Dec. '74 1	" Special Imp.	2,000,000	quarterly	Oct. '75 14	Chesapeake and Ohio	8,229,594	J. & A.	Aug. '75 4
Delaware	1,230,950	J. & J.	July '75 14	Pittsfield & N. Adams.	40,000	J. & J.	July '75 3	Delaware Division	1,633,350	F. & A.	Aug. '75 4
Del. Lackaw. & Westn.	25,500,000	quarterly	Oct. '75 24	Port and Keenbec.	616,700	J. & J.	Jan. '75 3	Delaware and Hudson.	20,000,000	F. & A.	Aug. '75 4
Detroit & Milwaukee.	822,140	J. & D.	Dec. '69 7	Yarmouth certificates.	202,400	A. & O.	Apr. '72 8	Delaware and Raritan.	5,847,400	quarterly	Oct. '75 24
Dubuque & Sioux City.	6,000,000	A. & O.	Oct. '75 3	Portl. Saco & Portam.	1,500,000	J. & J.	July '75 5	Erie of Pennsylvania.	64,000	J. & J.	July '75 3
East Pennsylvania.	1,309,200	J. & J.	July '75 3	Providence & Worcester.	2,000,000	J. & J.	July '75 5	Lehigh Coal & Navigat.	9,919,900	J. S. D. M.	Sept. '75 2
East Mahanoy	392,950	J. & J.	July '75 2	Raleigh and Gaston.	1,500,000	J. & J.	July '75 6	Monongahela Navigat.	1,003,500	J. & J.	Jan. '75 3
Eastern (Mass.)	4,997,600	J. & J.	July '73 3	Rensselaer & Saratoga.	6,000,000	J. & J.	July '75 4	Morris (consolidated)	1,025,000	F. & A.	Feb. '75 3
Eastern (N. H.)	492,500	J. & J.	July '73 3	Roch. & Genesee Val.	555,200	J. & J.	July '75 4	" (preferred)	1,175,000	F. & A.	Feb. '75 5
Edmira, Jef. & Canand.	500,000	F. & A.	Aug. '74 24	Rome, Watert. and Ogd.	2,998,900	J. & J.	July '75 3	Pennsylvania	4,337,950	J. & J.	July '75 5
Edmira & Williamsport.	500,000	M. & N.	May '75 24	Rutland	2,479,700	J. & J.	July '75 3	Schuyl. Nav. (common)	1,908,207	F. & A.	July '75 30c
Erie	500,000	J. & J.	July '75 34	" preferred	4,168,700	F. & A.	Feb. '75 34a	" (pref.)	2,838,977	F. & A.	July '75 60c
Erie Railway	78,000,000	.....	Oct. '73 1	St. Croix and Penobscot.	100,000	J. & J.	July '71 2	Susq. and Tide Water.	2,002,748	J. & J.	July '75 3
Erie and Pittsburgh.	8,634,910	M. J. S. D.	Sept. '75 14	St. L. Alt. & T. de laute.	2,300,000	J. & J.	July '71 2	Union	2,907,880	J. & J.	July '75 6
Fitchburg	4,000,000	J. & J.	July '75 4	St. Louis and Iron Mt.	2,040,000	F. & A.	July '74 3	W. Branch and Susq.	1,100,000	J. & J.	Jan. '65
Georgia	4,200,000	J. & J.	July '75 4	St. L., Kan. C. & North.	12,000,000	.....	Nov. '72 42	MISCELLANEOUS.			
Great Western (Ca.)	19,237,404	A. & O.	Apr. '74 14	Saratoga and Schenec.	300,000	A. & O.	Apr. '75 34	Adams Express	12,000,000	M. J. S. D.	Mar. '75 2
Hannibal & St. Joseph.	4,151,700	F. & A.	Aug. '70 34	Schuylkill Valley.	576,050	J. & J.	July '75 24	American Coal	1,600,000	M. & S.	Mar. '75 3
Hanover Branch, (Pa.)	116,850	M. & N.	May '75 5	Seaboard and Roanoke.	1,151,400	M. & N.	Nov. '70 24	American Express.	18,000,000	J. & J.	Dec. '75 3
Harlem Extension	4,000,000	J. & J.	July '75 34	Shamokin V. & Pottav.	889,450	F. & A.	Aug. '75 3	Atlantic Mail Steamship.	4,000,000	M. J. S. D.	Dec. '67 24
Harrisburg & Lancaster.	1,182,500	J. & J.	July '75 34	Shore Line	995,800	J. & J.	Jan. '75 34	Calumet and Hecla Mining.	80,000 sha	F. M. A. N.	Aug. '75 45
Houston, pref.	1,180,000	quarterly	Oct. '75 2	South Branch (N. J.)	438,300	J. & J.	Jan. '72 3	Canton	731,250	J. & J.	July '75 3

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873.....	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,673
1874.....	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	406,900	.....	.....
Central Pacific:													
1872.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,371,628	1,254,689	1,285,567	1,293,957	1,037,992	12,734,729
1873.....	552,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,872,632
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,314,000	1,253,000	14,405,479
1875.....	890,000	902,000	1,192,000	1,355,000	1,797,000	1,711,000	1,477,000	1,532,000	.....	.....	.....	.....	.....
Chicago and Alton:													
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,237	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,879	409,254	419,196	488,353	559,882	497,261	540,756	431,315	352,604	5,156,326
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,238
Chicago and Northwestern:													
1870.....	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873.....	752,468	765,249	967,258	1,034,023	1,255,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1870.....	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,684	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.....	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,193	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
Clev. Col., Cin. & Ind.:													
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	246,406	260,169	274,021	249,351	319,012	317,887	339,239	319,573	284,156	3,273,819
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,606	465,503	466,796	423,893	327,904	322,596	4,887,448
1874.....	378,408	292,730	328,537	352,993	317,581	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
Erie:													
1871.....	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,511,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,465,550	1,687,772	1,577,945	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,016,005
1875.....	1,164,975	1,101,631	1,074,743	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1871.....	624,744	529,617	563,598	620,288	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,946	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....	603,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	551,534	458,158	566,188	586,716	584,764	599,928	702,784	651,302	.....	.....	.....	.....	.....
Kansas Pacific:													
1871.....	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,429	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1870.....	899,289	1,003,887	1,168,963	1,177,878	1,099,494	1,042,301	908,397	1,182,303	1,242,956	1,294,124	1,262,917	1,226,727	13,509,236
1871.....	1,090,039	1,082,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594	14,898,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,335,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
Marietta & Cincinnati:													
1872.....	155,982	143,995	150,946	146,816	160,819	158,425	153,364	165,800	185,838	207,876	213,299	176,656	2,029,164
1873.....	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
Michigan Central:													
1871.....	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,102
1872.....	411,113	334,658	449,445	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
1874.....	555,709	438,037	487,871	551,932	559,284	468,908	413,302	484,792	552,484	609,888	525,480	481,568	6,129,555
1875.....	423,475	372,988	513,564	480,280	455,209	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kan. & Texas:													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
Ohio and Mississippi:													
1872.....	272,472	239,733	290,710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873.....	283,605	291,630	333,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,930	3,654,667
1874.....	268,298	243,077	304,527	298,665	268,807	292,546	282,640	323,963	364,374	381,021	309,597	296,013	.....
1875.....	249,250	243,624	310,903	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1871.....	506,367	433,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,63					

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstanding.	Rate.	Payable.	PAY- ABLE.	Market Price.
National Securities, Oct. 1, 1875.						Massachusetts—(\$29,465,204):					
Loan of June 14, 1858.....registered	\$250,000	5	Jan. & July.	1874	121	.. Lunatic Hospital Loan, 1874.....	650,000	5	Jan. & July.	1894	111
Loan of February 8, 1861.....registered	13,794,000	6	Jan. & July.	1880	121	.. Harbor Land Improvement bonds, 1874.....	400,000	6	" " "	1894	111
.. .. coupon	4,621,000	6	" " "	1880	123	.. Back Bay Land bonds, 1861 and 1862.....	220,000	6	May & Nov.	1880	111
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	121	.. Union Defense Loan, 1861.....	1,850,000	6	Jan. & July.	75-'76	109
Loan of July 17, and Aug. 5, 1861.....registered	125,896,050	6	Jan. & July.	1881	121	.. Coast Defense Loan, 1862.....	600,000	5	" " "	77-'78	109
.. .. coupon	63,425,300	6	" " "	1881	123	.. Bounty Fund Loan, 1863.....	888,000	5	" " "	1883	109
Loan of Feb. 25, 1862 (5-20s).....registered	66,650	6	May & Nov.	1882	115	.. War Fund Loan, 1869.....	8,380,244	5	" " "	1894	109
.. .. coupon	24,830,550	6	" " "	1882	118	.. Troy & Greenfield R.R. & Tunnel Loan.	999,944	5	" " "	1899	109
Loan of March 3, 1863.....registered	53,692,800	6	Jan. & July.	1881	121	.. B. H. & Eric R. R. Loan.....	10,971,992	5	Various.	88-'94	109
.. .. coupon	21,317,200	6	" " "	1881	123	Michigan—(\$1,064,000):	3,599,020	5	Jan. & July.	1900	109
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	115	.. Renewal Loan bonds, 1888.....	105,000	6	" " "	1878	103
.. .. coupon	26,327,400	6	" " "	1884	115	.. Two Million Loan bonds, 1863.....	1,032,000	6	" " "	78-'83	105
Loan of June 30, 1864 (5-20s).....registered	32,502,350	6	" " "	1884	116	.. War Bounty Loan bonds, 1865.....	366,000	7	May & Nov.	1890	107
.. .. coupon	33,844,960	6	May & Nov.	1885	116	Minnesota—(\$2,755,000):					
.. .. 2d series (5-20s).....registered	118,649,400	6	Jan. & July.	1885	118	.. State Buildings Loan, 1867 to 1869.....	250,000	7	Jan. & July.	77-'79	109
.. .. coupon	114,226,300	6	" " "	1885	118	.. State Buildings Loan, 1873, coupon.....	230,000	7	" " "	83-'03	109
.. .. 3d series (5-20s).....registered	85,513,050	6	Jan. & July.	1887	119	.. Railroad Aid bonds, 1868, (repudiated).....	2,275,000	7	" " "	1887	109
.. .. coupon	221,709,700	6	" " "	1887	119	Missouri—(\$17,839,000):					
.. .. 4th series (5-20s).....registered	14,555,000	6	Jan. & July.	1888	120	.. State Debt Proper, 1865 and 1868.....	439,000	6	" " "	81-'91	101
.. .. coupon	22,919,000	6	" " "	1888	121	.. Consolidation bonds, 1868.....	2,727,000	6	" " "	1888	101
Loan of March 3, 1864, (10-40s).....registered	141,619,950	5	Mar. & Sept.	1904	115	.. Funding Bonds, 1874.....	1,100,000	6	" " "	94-'95	102
.. .. coupon	52,946,350	5	" " "	1904	117	.. Railroad Aid bonds, 1863-'66.....	15,808,000	6	" " "	79-'87	101
Consols of July 14, '70 & Jan. 20, '71 registered	209,871,900	5	F. M. A. & N.	1881	116	.. State Institution bonds, 1872 to 1874.....	505,000	6	" " "	92-'94	101
.. .. coupon	228,084,550	5	" " "	1881	116	Nevada—(\$160,000):					
Debt matured and without interest.....(var.)	26,913,950	3	Due.	1875	116	.. Bonds funding floating debt, 1871.....	160,000	10	Mar. & Sept.	1881	101
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	Irred.	1875	116	New Hampshire—(\$3,724,100):					
Certificates of Indebtedness 1870.....(cur.)	64,623,512	6	Jan. & July.	96-'99	124	.. War Loan Bonds, of 1861.....	418,000	6	Jan. & July.	75-'78	104
Pacific R. R. Bonds (registered).....(currency)	374,010,956	6	" " "	96-'99	124	.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	84-'89	104
United States Notes.....	40,783,576	6	" " "	96-'99	124	.. State bonds, 1873.....	500,000	6	Jan. & July.	79-'80	104
Fractional Currency.....	40,783,576	6	" " "	96-'99	124	.. Equalization (Municipal) bonds, 1872.....	2,206,100	6	" " "	92-'05	104
State Securities, latest dates.						New Jersey—(\$2,496,300):					
Alabama—(\$21,670,810):						.. War Loan (tax free) bonds, 1861.....	1,000,900	6	" " "	76-'84	104
.. Bonds (old), extended.....	2,582,800	5	May & Nov.	89-'92	35	.. War Loan (tax free) bonds, 1863.....	900,900	6	" " "	86-'90	104
.. Bonds (new), 1866, '68, '72 and '73.....	2,512,700	8	Jan. & July.	86-'93	35	.. War Loan bonds, 1864.....	593,400	6	" " "	97-'02	104
.. Bonds (new), 1874.....	341,000	7	" " "	1894	35	New York—(\$29,778,787):					
.. R. R. Loans (\$2,360,000) & endorsements.....	15,051,000	8	" " "	'00-'91	35	.. Bounty Loan bonds, coupon.....	1,057,000	7	" " "	1877	106
Arkansas—(\$12,733,086):						.. Bounty Loan bonds, registered.....	11,555,000	7	" " "	1877	107
.. Bonds (Funding), 1869 and 1870.....	3,050,000	6	Jan. & July.	1899	30	.. State (Deficiency) Stock, '38, part at will.....	1,809,007	5	J. A. J. & O.	1875	114
.. Levee bonds (warrants), 1871.....	1,460,000	7	" " "	1900	30	.. State (Deficiency) Stock, 1838.....	889,781	6	" " "	1878	114
.. Deficiency Bonds, 1872.....	300,000	7	" " "	1882	30	.. Canal Stock (old).....	473,000	6	June & Dec.	1875	114
.. Bonds (for \$2,500,000), 1875.....	5,800,000	7	" " "	1895	30	.. Canal Stock (old).....	880,003	6	" " "	1877	114
.. Railroad Aid bonds, 1869 and 1870.....	5,800,000	7	April & Oct.	1900	13	.. Canal Stock, 1872.....	1,562,900	6	Jan. & July.	1887	114
California—(\$3,396,500):						.. Canal Stock, 1873.....	847,500	6	" " "	1883	116
.. Civil (S. F.) bonds, 1857 and 1860.....	258,000	7	Jan. & July.	77-'80	116	.. Canal Stock, 1873.....	4,302,600	6	" " "	1891	118
.. Relief Fund bonds, 1863.....	95,500	7	" " "	1885	116	.. Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892	118
.. State Capital bonds, 1870 to 1872.....	500,000	7	" " "	1885	116	North Carolina—(\$28,419,045):					
.. Funding bonds, 1873.....	2,801,000	6	" " "	1893	116	.. Railroad and Improvement (old) bonds.....	4,738,800	6	Jan. & July.	75-'98	17
Connecticut—(\$5,014,000):						.. Railroad and Improvement (old) bonds.....	3,639,400	6	April & Oct.	75-'98	18
.. War Loan bonds (10-20 yrs), 1861.....	508,900	6	Jan. & July.	1881	105	.. Railroad and Improvement (new) bonds.....	2,383,000	6	Jan. & July.	75-'98	18
.. War Loan bonds (20 yrs), 1863 and '64.....	2,195,500	6	" " "	83-'84	105	.. Railroad and Improvement (new) bonds.....	1,695,000	6	April & Oct.	75-'98	18
.. War Loan bonds (10-20 yrs), 1864.....	568,500	6	April & Oct.	1894	105	.. Funding (new) bonds, 1866.....	2,417,400	6	Jan. & July.	1900	19
.. War Loan bonds (20 yrs), tax free, 1865.....	1,741,100	6	" " "	1885	105	.. Funding (new) bonds, 1868.....	1,711,400	6	April & Oct.	1899	19
Delaware—(\$1,31,000):						.. Special Tax bonds.....	11,407,000	6	" " "	98-'99	34
.. State bonds to railroads, etc.....	1,231,000	6	Jan. & July.	1885	105	Ohio—(\$7,985,205):					
District of Columbia—(\$12,790,000):						.. Loan (sinking fund), 1850.....	1,493,200	6	Jan. & July.	1875	102
.. Improvement (gold) bonds, 1872.....	4,000,000	6	Jan. & July.	1892	105	.. Loan (sinking fund), 1860.....	4,072,840	6	" " "	1881	107
.. Improvement (cur.) bonds, 1873.....	790,000	7	" " "	1893	105	.. Loan (sinking fund), 1866.....	2,400,000	6	" " "	1886	110
.. Funding bonds, 1874, (guar. by U. S.).....	8,000,000	3.5	Feb. & Aug.	1924	66	Oregon—(\$246,027):					
Florida—(\$4,431,767):						.. Bounty and Relief bonds.....	46,027	7	" " "	75-'84	104
.. State bonds, 1871.....	350,000	7	Jan. & July.	1891	105	.. Willamette Canal and Lock bonds, 1870.....	200,000	7	" " "	1890	104
.. Consolidated (gold) bonds of 1873.....	509,200	8	" " "	1903	105	Pennsylvania—(\$24,568,635):					
.. Loan (J.P. & Mob. R.R.) gold bonds, 1870.....	4,000,000	8	" " "	1890	105	.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	104
Georgia—(\$19,823,900):						.. Loan of April 1852, reg. and coup.....	483,000	6	Jan. & July.	1882	102
.. Bonds to Atlantic and Gulf R. R.....	1,000,000	6	Feb. & Aug.	78-'86	93	.. Loans, May '52 & Apr. '52, reg. & coup.....	3,540,500	6	Feb. & Aug.	77-'78	102
.. Bonds, act March 12, 1866.....	3,600,000	7	Jan. & July.	1886	93	.. Stock Loan of Feb. 2, 1867, 2d series.....	7,890,550	6	" " "	1877	105
.. Bonds (gold), act Sept. 1870.....	2,098,000	7	J. A. J. & O.	1880	98	.. Stock Loan of Feb. 2, 1867, 3d series.....	9,271,500	6	" " "	1882	112
.. Bonds (gold), act Oct. 1870.....	1,880,000	7	April & Oct.	1890	98	.. Stock Loan of Feb. 2, '67, 1st, 2d & 3d ser.....	434,850	6	" " "	72-'82	102
.. Bonds (funding), 1873.....	1,200,000	8	" " "	76-'86	98	.. Agricultural College Land Scrip, 1872.....	600,000	6	April & Oct.	1876	104
.. Bonds to Brunswick & Albany R.R., '70.....	1,500,000	7	June & Dec.	1890	98	Rhode Island—(\$2,638,000):					
.. Railroad aid bonds (endorsed), 1870 & '71.....	7,545,900	var	Various.	90-'91	98	.. War Loan bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	109
Illinois—(\$1,989,045):						.. War Loan bonds of 1863 and 1864.....	1,619,000	6	Various.	93-'94	109
.. Interest bonds, 1847.....	940	6	Jan. & July.	1878	102	South Carolina—(\$4,537,295):					
.. Refunded Stock bonds, 1859.....	320,000	6	" " "	var.	102	.. State House Stock, 1856 to 1861.....	944,918	6	Jan. & July.	77-'80	29
.. Chicago Relief bonds, 1871.....	250,000	6	May & Nov.	1881	102	.. State House bonds, 1853 and 1854.....cur.	287,000	6	" " "	71-'80	29
Indiana—(\$910,000):						.. Blue Ridge R. R. bonds, 1854.....	867,000	6	" " "	75-'79	29
.. Temporary Loan bonds, 1873.....	910,000	7	April & Oct.	1876	102	.. Funding Stock and bonds, 1866.....	884,113	6	" " "	87-'97	28
Iowa—(\$543,000):						.. Funding and Conversion bonds, 1868-'69.....	3,764,850	6	J. A. J. & O.	82-'89	27
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	102	.. Land Commission bonds, 1869 and 1870.....	281,000	6	Jan. & July.	1880	28
Kansas—(\$1,336,175):						.. Fire Loan Stock of 1838.....	292,641	6	J. A. J. & O.	1868	28
.. Funding & c. bonds 1863 to 1864.....	101,175	6	Jan. & July.	83-'84	102	.. Relief (Treasury) bonds, 1860.....	616,000	7	Jan. & July.	1888	29
.. Bonds (various) 1866 to 1869.....	889,000	7	" " "	76-'99	102	.. Consolidated bonds, 1873, reg. and coup.....	1,391,084	6	" " "	1893	29
..											

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Interest Payable.						Interest Payable.					
Description of Bonds.	Amount.	Rate.	When.	Where.	Due.	Description of Bonds.	Amount.	Rate.	When.	Where.	Due.
Adirondack:	\$					Blue Ridge, (S. Car.):	\$				
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	1st Mort., guar. by State (gold) .	4,000,000	7	Jan. & July.	Charleston.	1898
Alabama and Chattanooga:						Boston and Albany:					
1st Mortgage, guar. by Ala.....	5,200,000	8	Jan. & July.	New York.	1889	Albany loans (A. B. & W. Stkbg.)	103,000	6	Jan. & July.	Boston.	1876
2d Mortgage.....	2,675,000	8	"	"	1889	Dollar Bonds (Western R. R.)	300,000	6	April & Oct.	"	1875
Receiver's Bonds.....	1,200,000	7	"	"	"	Currency bonds of Feb. 1, 1872.	4,790,000	7	Feb. and Aug.	"	'91-'9.
Alabama and Georgia:						Boston, Clinton and Fitchburg:					
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884
Alabama Central:						1st Mortgage (Equalization).....	248,000	7	"	"	1889
1st Mortgage.....	1,900,000	8	Jan. & July.	New York.	1901	1st Mortgage (Consolidation).....	252,007	7	"	"	1890
Albany and Susquehanna:						Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1881
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	Boston, Concord and Montreal:					
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1889
3d Mortgage.....	434,000	7	May & Nov.	"	1881	Consol. Mortgage for \$2,000,000.	965,000	7	Apr. and Oct.	Boston.	1893
Albany Loan.....	935,000	6	"	"	1895		344,500	6	"	"	1893
Alexandria and Fredericksburg:						Boston, Hartford and Erie:					
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884
Allegheny Valley:						1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900
General Mortgage.....	3,967,000	7.5	Jan. & July.	New York.	1896	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900
Special Mortgage to Penn.....	3,500,000	6	January.	Harrisburg.	1900	Mass. L. (sec'd by \$4,000,000 Bcr.)	3,600,000	7	"	Boston.	1899
1st M., E. Ext., guar. by Pa. R.R.	600,000	7	April & Oct.	Phil. or Lond.	1900	Boston and Lowell:					
Funding Income Bonds (guar.)	5,000,000	7	"	"	1894	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879
American Central:						Bonds of 1872 for \$1,000,000.....	999,300	7	"	"	1892
1st Mort., guar. by C., B. & Q.	645,000	8	Jan. & July.	New York.	1878	Boston and Maine:					
Andrewcoggin:						Bonds of 1893 (coup. and reg.)..	3,500,600	7	Jan. and July.	Boston.	1894
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	Boston and Providence:					
Arkansas Central (narrow gauge):						Bonds to purchase P., W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893
1st Mortgage.....	1,200,000	7	Jan. & July.	Lond. or Ams.	1891	Brunswick and Albany:					
Ashtabula, Youngstown & Pitts.: 1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1901	1st Mort. (gold) end. by G. tax fr.	3,630,000	6	Apr. and Oct.	New York.	1908
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	2d Mort. sinking fund gold.....	2,350,000	7	"	"	1893
Atchison and Nebraska:						Buffalo, Bradford and Pittsburg:					
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896
Atchison, Topeka and Santa Fe:						Buffalo, Corry and Pittsburg:					
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1899	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886
Land Grant Mortgage (gold).....	3,383,000	7	April & Oct.	Boston.	1900	Buffalo and Erie:					
1st Mort. (Wichita Branch) guar.	412,000	7	Jan. & July.	"	1902	Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882
Consol. Second Mort. (gold).....	976,000	7	April & Oct.	N. Y. or Bost.	1903	Mort. bonds (" ")	300,000	7	March & Sept.	"	1886
Income bonds.....	475,000	12	Jan. & July.	Boston.	....	Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	"	1898
Atlanta and Richmond Air Line:						Buffalo, New York and Erie:					
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877
Atlantic and Great Western:</											

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):	\$						Chicago, Iowa and Nebraska:	\$					
1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....	2d Mort. (now 1st) guar. C. & N.W.	568,240	7	Jan. & July.	Boston.	1880	....
1st Mortgage 2d Div. \$10,000p.m.	592,000	7	"	"	1894	....	8d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	Mar. & Nov.	"	1916	93	Chicago and Milwaukee Railway:						
Central Branch Union Pacific:							1st Mort., guar. by C. and N.W.	1,700,600	7	Jan. & July.	New York.	1898	98½
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....	Chicago and Mich. Lake Shore:						
2d Mortgage Government at saidy.	1,600,000	6	Jan. & July.	"	1895	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of Georgia:							1st Mortgage.....	5,600,000	8	Jan. & July.	"	1830	....
General Mort. for \$5,000,000....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....	1st Mortgage (on Bran h.)	1,325,000	8	March & Sept.	"	1892	....
Central of Iowa:							Chicago, Milwaukee and St. Paul:						
1st Mortgage, gold, \$16,000 p. m.	3,700,000	7*	Jan. & July.	New York.	1899	....	1st Mort. (Mil. and St. Paul R'y)	5,748,000	7	Jan. & July.	New York.	1893	....
2d Mortgage, gold, \$4,000 p. m.	925,000	7*	April & Oct.	"	1921	....	2d Mort. (")	1,191,000	7	April & Oct.	"	1884	86
Central of L. I. (Flush. N.C. & C.):							1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1874	90
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	"	1874	82
Central of New Jersey:							1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	82
Convertible bonds of 1872.....	4,770,000	7	May & Nov.	New York.	1902	107	1st Mo t. (Minnesota Central.)	190,000	7	"	"	1894	....
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	112	1st Mort. (St. Paul Division.)	4,000,000	7*	"	"	1902	90
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Iowa and Dak. Div.)	1,008,000	7	"	"	1899	83
Loan of Loh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. J. & O	Philadelphia.	1897	....	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	110
Consol. Mort. for \$25,000,000....	6,063,900	7	"	New York.	1899	10½	2d Mort. (")	1,315,000	7.3	"	"	1898	92
Central Ohio (B. and O.):							1st Mort. (Hast. and Dak. Div.)	1,550,000	7	Jan. & July.	"	1892	79
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	99	1st Mort. (Mil. and Western)	234,000	7	Jan. & July.	"	1891	....
Central Pacific of California:							Real Estate Purchase.....	148,500	7	"	"	1883	....
1st Mort., 30 years bonds, (gold).	25,781,000	6*	Jan. & July.	New York.	'95-'99	106½	Equipment and Bridge Bonds...	215,000	10	June & Dec.	"	1883	....
Convertible 20 years bonds, gold	1,483,000	7*	"	"	1883	101½	Consol. Mort. for \$35,000,000....	1,039,600	7	Jan. & July.	"	1904	76
State Aid B'ds (Int. by State) gold	1,500,000	7*	"	Sacramento.	1884	109	Chicago and Northwestern:						
2d Mort. (Government Subsidy).	25,985,000	6	"	U.S. Treasury.	'95-'99	....	Preferred sinking fund (193 m.).	1,238,700	7	Feb. & Aug.	New York.	1885	108
1st Mort. (Western Pacific) gold	2,735,000	6*	"	New York.	1899	98½	General 1st Mortgage (193 m.)	3,578,000	7	"	"	1885	100
1st Mort. (Calif. & Oregon) gold	7,291,000	6*	"	"	1888	91½	Funded coupons (193 m.)	740,300	7	May & Nov.	"	1883	105
1st Mort. (S. Fr. Old & Ala.)	500,000	8*	"	"	1890	....	Appleton Ext. (23 m. & 76,000 ac.)	146,000	7	Feb. & Aug.	"	1885	90
1st Mort. (San Joaquin V.D.) gold	6,050,000	6*	April & Oct.	"	1900	90	Green Bay Ext. (26m & 76,000 a.)	265,000	7	"	"	1885	90
Land bonds (Cen. Pac. Co.) gold	9,049,000	6*	"	"	1900	90	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	"	"	1882	106½
Central Vermont:							Elgin and State Line.....	122,000	6	Jan. & July.	"	1878	....
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	20	Mississippi River Bridge.....	186,000	7	"	"	1884	....
2d Mort., Consol. (")	1,500,000	7	June & Dec.	"	1891	4	1st Mortgage (Peninsula)	328,000	7	March & Sept.	"	1898	94½
1st Mort. (Stan., Sheff. and Ch.)	503,000	7	Jan. & July.	"	1887	15	Consol. skz fund (C. & N.W. R'y)	4,277,000	7	F. M. A. & N.	"	1915	96½
Income and Extension Bonds...	1,008,600	8	May & Nov.	"	1902	54	General Consol. Gold Bonds...	9,758,000	7*	June & Dec.	"	1902	85½
Equipment Mort. (Vt. Central).	1,000,000	8	"	"	'75-'77	58	1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	"	1911	....
Equipment Mort. (")	1,000,000	8	"	"	1889	58	1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	"	1911	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	58	2d Mort. (Mil. & Chi. R. R.) guar.	2,000	7	"	"	1898	....
Missisquoi R.R. (")	500,000	7	"	"	1891	39	1st Mort. (Chic. & Mil. R. W.) guar.	1,700,000	7	Jan. & July.	"	1898	98½
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	1st Mort. (Bel. & Mad. R.R.) guar.	284,000	7	"	"	1888	....
Charleston and Savannah:							Chicago, Portage and Superior:						
1st Mortgage guar. by State....	505,000	6	March & Sept.	Charleston.	1877	....	1st M. a. f. (Chi. & N. Pac. Air-L.)	25,000 pm	7*	June & Dec.	New York.	1902	....
Funded Interest on 1st Mort....	167,400	7	"	"	1889	....	Chicago, Omaha and St. Joseph:						
Charlotte, Columbia & Augusta:							1st Mortgage for \$8,000,000....	.....	8	April & Oct.	New York.	1901	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1835	....	Chicago and Paducah (C. B. & Q.):						
Chartiers:							1st Mortgage \$26,000 p. m. gold.	2,504,000	7*	Jan. & July.	Boston.	1903	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chi., Pekin & Southern (C. & Q.):						
Cheraw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....	1st Mortgage skz fund.....	9,000,000	7	Jan. & July.	New York.	1896	109
Cherry Valley, Sharon and Alb.:							Chi. & Southwestern (C. R. I. & Pac.):						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....
Cheapeake and Ohio:							1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	"	1901	....
1st M. (gold) skz fd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	29	Chicago, Wisconsin & Canada:						
1st Mort. Extension (con. or reg.)	4,758,000	7*	Jan. & July.	"	1902	....	1st Mort. gold, skz fd for \$410,000	.....	7*	Jan. & July.	New York.	1902	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	Chicago and Superior:						
3d Mort. (") coupon.....	918,000	6	"	"	1884	....	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
Income (") coupon.....	300,000	8	"	"	1876	....	1st Mortgage (gold) for \$5,000,000	.....	7*	Jan. & July.	"	1902	....
Funded Interest, coupon.....	160,500	8	"	"	1877	....	Chillicothe and Brunswick:						
Chester:							1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Coupon bonds (no Mort.).....	773,800	6	Jan. & July.	Boston.	'77-'80	99½	Cincinnati, and Baltimore:						
Chester Creek (Phil. & Balt. Cent.):							1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	97
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	Cincinnati, Hamilton and Dayton:						
Chester and Tamaroa:							1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....
Chicago and Alton:							3d Mortgage of 1867.....	500,000	8	June & Dec.	"	1877	....
1st Mortgage, pref. sinking fund.	77,000	7	May & Nov.	New York.	1877	100	Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage.....	2,383,000	7	Jan. & July.	"	1893	112	1st Mort., guar. for \$2,500,000....	1,846,000	7	Jan. and July.	New York.	1903	....
2d Mortgage Income.....	1,087,000	7	April & Oct.	"	1883	105	Cincinnati, Lafayette and Chi.:						
Consol. Bonds (\$200 sig. each).	2,919,900	6*	Jan. & July.	London.	1903	....	1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	83½
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	100	Consolidated Mortgage.....	471,000	7*	June & Dec.	"	1914	....
2d Mort. (")	188,000	7	Jan. & July.	"	1898	....	Cincinnati and Martinsville:						
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	"	1900	91	1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
Chicago, Burlington and Quincy:							Cincinnati & Muskingum Valley:						
Trust Mortgage skz fund.....	2,589,000	8	Jan. & July.	New York.	1883	115½	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage skz fund conv.	150,000	8	"	"	1883	....	Cincinnati, Richmond & Chicago:						
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	"	1890	....	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Loan of 1872.....	3,648,675	7	Jan. & July.	Boston.	1896	104½	2d Mortgage	65,000	7	"	"	1889	....
Bonds of 1875, Sinking Fund....	462,000	5	June & Dec.	"	1895	....	Cinc., Rich. & Ft. Wayne (G. R. & I.):						
Consol. Mortgage for \$30,000,000.	10,330,500	7											

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):	\$ 600,000	7	Jan. and July	New York.	1913	...	Detroit & Bay City (Mich. Cent.):	\$ 2,330,000	8	May and Nov.	New York.	1902	90
Construction and Equip. bonds.	1,096,000	6	"	"	1892	102	1st Mort. (\$424,000 guar.)	...	...	...	...	...	...
4th (now 3d) Mortgage guar.	1,487,000	7	May & Nov.	"	1906	108	Detroit, Eel River and Illinois:	1,826,000	8	Jan. & July.	New York.	1891	...
Consol. sinking fund guar.	1,000,000	7	Jan. & July.	New York.	1880	102 1/2	1st Mortgage for \$22,000 p.m.	1,170,000	8	June & Dec.	New York	1890	...
Clev., Painesville & Ashtabula:	1,000,000	7	April & Oct.	"	1892	101	Detroit, Hillsdale and Indiana:	300,000	8	Jan. & July.	"	1881	...
Regist'd b'ds(ass'd by L.S.&M.S.)	1,000,000	7	Jan. & July.	New York	1885	106 1/2	1st Mort. \$16,000 p. m. guar.	...	...	...	...	...
3d Mortgage (")	1,000,000	7	April & Oct.	"	1886	102	2d Mortgage, (coupon) guar.	...	...	...	...	...
Cleveland and Toledo:	1,595,000	7	Jan. & July.	New York	1885	106 1/2	Detroit, Lansing and Lake Mich.:	3,219,000	8	April & Oct.	Boston.	1896	...
1st Mort., s.f.(ass'd by L.S.&M.S.)	1,600,000	7	April & Oct.	"	1886	102	1st Mortgage.....	575,000	8	June & Dec.	"	1897	...
Colebrookdale:	584,700	6	June & Dec.	Philadelphia.	1898	....	2d Mortgage (on Branches)....	1,359,000	8	Feb. & Aug.	"	1893	4 1/2
1st Mort. guar. by Ph. and Rdg	225,000	8*	June & Dec.	Boston.	1890	....	1st Mort. (Lansing and Lansing)...	770,000	8	Jan. & July.	New York.	1889	...
Colorado Central (3 ft. gauge):	15,344,750	7	April & Oct.	New York.	1908	42	2d Mort. (")	81,000	8	May & Nov.	"	1880	...
1st Mortgage.....	5,532,400	7	Feb. & Aug.	"	1909	15	Detroit & Milwaukee (Gt.W. of Ca.):	2,500,000	7	May & Nov.	New York	1875	...
Columbus, Chicago & Ind. Cent.:	3,993,000	7	"	"	1890	...	1st Mortgage, (D. & M.R.)	1,000,000	8	"	"	1875	...
1st Mortgage Consol. skg fund.	461,000	7	April & Oct.	"	'93-'95	65	2d Mortgage (")	625,924	7	Jan. & July.	"	1875	...
2d Mortgage skg fund.	244,400	7	Jan. & July.	"	...	...	1st Funded Coup. (D. & M.R.R.)	375,734	7	May & Nov.	"	1875	...
Income convertible.	194,100	7	Feb. & Aug.	"	1880	...	2d Funded Coup. (")	150,000	7	April & Oct.	"	1878	...
1st Mort. (Chic. and Gt. Eastern)	2,632,000	7	Jan. & Nov.	"	1886	...	1st Mort. (Detr. & Pontiac R.R.)	250,000	8	Feb. & Aug.	"	1878	...
2d Mort. (")	821,000	10	May & Nov.	"	1904	...	2d Mort. (")	110,000	7	March & Sept.	"	1886	...
1st Mort. (Cin. and Chi. Air-L.)	103,500	7	Jan. & July.	"	1883	...	Bonds of Sept. 1, 1866.....	1,702,317	6 1/2	Jan. & July.	"	1886	...
1st M., s.f. (")	666,500	7	"	"	1882	...	Bonds of June 30, 1866.....	924,000	7	Feb. & Aug.	New York.	1876	100 1/2
1st Mort. (Col. and Ind. Cent.)	554,500	7	Feb. & Aug.	"	1884	...	1st Mortgage Aug. 1, 1866	763,000	8	Jan. & July.	New York.	1889	106
Income (")	74,024	7	"	"	1905	...	Dixon, Peoria and Hannibal:	882,000	7	Jan. & July.	New York.	1883	100
1st Mort. (Union & Logansport)	1,000,000	7	March & Sept.	New York.	1901	...	Dubuque and Sioux City:	450,000	7	April & Oct.	New York.	1883	...
Columbus, Springfield and Cin.:	200,000	7	Jan. & July.	"	1880	...	Dubuque Southwestern:	78,580	7	Jan. & July.	"	1883	...
1st M.(assumed by Cin., S. & C.)	634,000	7	"	"	1892	...	1st Mortgage, preferred.....	1,200,000	7*	June & Dec.	New York.	1900	...
Columbus and Hocking Valley:	302,000	7	March & Sept.	New York.	1890	...	1st Mortgage (gold).....	1,500,000	7	Jan. & July.	New York.	1908	...
1st Mortgage skg fund.	663,500	7	April & Oct.	Boston.	1893	95	Dutchess and Columbia:	400,000	8	Jan. & July.	...	1890	...
1st M. on Branch (& 2d on main)	292,100	6	June & Dec.	"	1876	...	1st Mortgage Jan. 1, 1868.	140,000	7	Jan. & July.	Philadelphia.	1885	...
General Mortgage.	634,000	7	"	"	'76-'81	98 1/2	East Alabama and Cincinnati:	495,900	7	March & Sept.	Philadelphia.	1888	106
Columbus and Xenia:	400,000	6*	Jan. & July.	"	1876	96	1st Mort. endorsed by Alabama.	2,999,000	7	Jan. & July.	New York.	1900	92
1st Mortgage, guar. by L.M.R.R.	250,000	6	March & Sept.	Boston.	1878	...	East Brandywine & Wayneboro:	190,000	4	"	"	'82-'87	...
Connecticut and Passumpsic Riv.:	1,000,000	7	Jan. & July.	New York.	1901	...	1st Mortgage guar. by Pa. R.R.:	147,000	6	May & Nov.	"	1886	...
New Mortgage for \$1,500,000.	2,674,000	7	Jan. & July.	N. Y. & Bost	1900	...	Endorsed Bonds (East T. & Va.)	96,000	6	Jan. and July.	"	1886	...
1st Mortgage sinking fund.	991,000	6	March & Sept.	Philadelphia.	1,2,3,4.	94	Endorsed Bonds (East T. & Ga.)	635,000	6	"	"	'80-'85	...
Coupon Notes.	100,000	7	March & Sept.	New York.	1889	...	Company Bonds (E.T. & Ga., old)	135,400	6	"	"	1876	...
1st Mort. (Massachusetts) guar. gold	95,000	7*	Jan. & July.	New York.	1902	...	Company Bonds (" new)	194,400	6	Jan. & July.	Boston.	1876	...
Connecticut River:	160,000	7	May & Nov.	"	1882	...	Loan of 1868-'85.	180,000	6	April & Oct.	"	1885	...
1st Mortgage skg fund.	803,500	6	March & Sept.	New York.	1891	...	Loan of 1867-'87.	999,000	7	March & Sept.	"	1887	...
Connecticut Valley:	648,000	6	May & Nov.	"	1888	...	Loan of 1868-'88.	1,000,000	6	March & Sept.	"	1888	...
1st Mortgage.	161,000	8	April & Oct.	Philadelphia.	1904	...	Loan of 1869-'89.	500,000	6	May & Nov.	"	1889	...
2d Mortgage.	109,500	8	"	"	1903	...	Loan of 1872-'82.	1,555,000	7	various.	"	1892	...
Plain bonds.	81,800	6	"	"	1884	...	Loan of 1873-'83.	878,900	6	March & Sept.	"	1893	...
Danbury and Norwalk:	100,000	7	Jan. & July.	New York.	1880	...	Sinking Fund Bonds.	2,300,000	7	May & Nov.	"	1884	69
Mortgage Bonds of 1870.	400,000	7	"	"	'90-'92	...	Sterling Sink, Fd. Bonds.	3,000,000	6*	March & Sept.	London.	1893	...
Mortgage Bonds of 1 70-'72.	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Eastern Shore (Md.):	400,000	6	Jan. & July.	Philadelphia.	1880	...
Danv., Hazleton & Wilkesbarre:	309,000	7	"	"	1885	...	2d Mortgage.	200,000	6	April & Oct.	"	1886	...
1st Mortgage.	2,000,000	7*	April & Oct.	New York.	1909	...	Elizabethtown and Paducah:	3,000,000	8	March & Sept.	New York.	1890	...
Davenport and St. Paul:	3,000,000	7*	April & Oct.	New York.	1911	...	1st Mortgage, convertible.	1,000,000	7	Jan. & July.	Philadelphia.	1880	103
1st Mort. gold skg fd \$20,000 p.m.	1,855,000	7	Jan. & July.	New York.	1881	...	Elmira and Williamsport (N. Cen.):	570,000	8	April & Oct.	"	2862	60 1/2
Dayton and Michigan (C.H. & D.):	441,000	7	March & Sept.	"	1884	...	1st Mortgage guaranteed.	2,483,000	7	May & Nov.	New York	1897	105
1st Mortgage sinking fund guar.	355,000	7	April & Oct.	"	1888	...	2d Mortgage.	2,174,000	7	March & Sept.	"	1879	100
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	'86-'94	...	3d Mortgage.	4,852,000	7	"	"	1883	96
Dayton and Union:	140,000	7	March & Sept.	New York.	1879	...	4th Mortgage convertible.	2,937,000	7	April & Oct.	"	1880	98
1st Mortgage, registered.	135,000	7	June & Dec.	"	1879	...	5th Mortgage convertible.	709,500	7	June and Dec.	"	1888	94
2d Mortgage.	262,445	6	"	"	1879	...	Buffalo Branch, 1st mortgage.	182,600	7	Jan. & July.	"	1891	...
Income Bonds.	142,000	7	March & Sept.	New York.	1881	...	Sterling loan (\$1,000,000) conv.	4,580,000	6*	March & Sept.	London.	1875	...
Dayton and Western (L. M. R.R.):	495,000	8 1/2	Jan. & July.	"	1905	...	1st Consol. Mort. for \$30,000,000.	12,076,000	7*	"	NY & London.	1920	...
1st Mortgage (assumed).	500,000	8	March & Sept.	New York.	1901	...	2d Consol. Mort. for \$40,000,000.	14,400,000	7*	June and Dec.	London.	1894	...
1st Mortgage (")	500,000	6	Jan. & July.	Philadelphia.	1875	...	Convertible bonds.	10,000,000	7*	J. A. J. and O.	London.	1903	...
Decatur, Sullivan and Mattoon:	100,000	6	"	"	1875	102	Erie and Pittsburg (Penn.):	292,200	7	Jan. & July.	New York.	1882	...
1st Mortgage.	100,000	6	"	"	1880	...	1st Mortgage.	92,800	7	April & Oct.	"	1890	...
Delaware (P. W. and Balt.):	170,000	6	"	"	1876	...	Consolidated Mortgage.	2,192,000	7	Jan. & July.	"	1898	...
1st Mortgage.	500,000	6	Jan. & July.	Philadelphia.	1875	...	Equipment Mortgage.	750,000	7	April & Oct.	"	1890	...
1st Mortgage, guar.	100,000	6	"	"	1875	102	European & N. American (Me.):	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	...
1st Mortgage extension.	100,000	6	"	"	1880	...	Bangor City Bonds (1st m. 55 m.)	2,000,000	6*	March & Sept.	"	1899	...
Delaware State Loan.	1,633,000	7	March & Sept.	New York.	1881	111	1st L.M. (& 1st on 59, & 2d on 55m)	...	...	...	...	...	...
2d Mortgage.	2,800,000	7	June & Dec.	"	1892	121 1/2	New Mortgage for \$8,000,000.	...	...	...	...	...	...
Convertible Bonds.	500,000	7	Apr. and Oct.	"	1880	...	Evansville and Crawfordsville:	302,000	7	Jan. & July.	New York.	1887	...
1st M. Ext. (")	400,000	7	March & Sept.	"	1885	...	1st Mortgage (51 miles) skg. fund	636,000	7	May & Nov.	"	1897	...
2d M. Ext. (")	200,000	7	May & Nov.	"	1890	...	1st Mortgage (109 m.)	147,000	7	Feb. & Aug.	"	1880	...
Denver & Boulder Val. (Den. Pac.):	550,000	7*	May & Nov.	Kansas City.	1900	...	1st Mort. (Rockville Extension).	...	...	...	...	...	...
1st Mortgage.	2,493,000	7*	May & Nov.	New York.	1899	...	Evansville, Terre Haute & Chi.:	775,000	7*	May & Nov.	New York.	1900	...
1st Mortgage gold, land grant...	3,024,500	7*	May & Nov.	N.Y. L. & Ama.	1900	60	Fall River, Warren & Prov. (B. & P.):	200,000	7	Jan. & July.	Providence.	1882	...
1st Mort. gold, skg fund tax free.	2,400,000	6	Jan. & July.	New York.	1904	...	1st Mortgage.	...	...	...	...	...	...
Des Moines and Ft. Dodge:	...	...	...	...	...	...	Fitchburg:	...	...	...	...	...	...
1st Mortgage (coupon).....	...	...	...	...	...	...	Bonds of 1874 for \$4,000,000....	500,000	7	April & Oct.	Boston.	1894	111
	...	...	...	...	...	...	Flint and Pere Marquette:	2,210,000	8	March & Sept.	New York.	1888	...
	1st Mort. Land Gr. (3d series)...	425,000	10	May & Nov.	"	1888	...
											

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	104
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	102
1st Mort. (Flushing and N. Side).....	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	64
1st Mort. (Central of L. I.).....	1,275,000	7	"	"	1889	....	Illinois Central:						
1st Mort. (Cent. R. R. Exten.).....	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency.....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
Sterling Loan.....	1,500,000	6*	"	London.	....	....	Sterling Bonds, Sinking Fund.....	4,792,000	5*	"	"	1903	....
Fonda, Johnston & Gloversville:							Illinois Grand Trunk (C. B. & Q.):						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	933,000	8	April & Oct.	Boston.	1890	104
Fort Wayne, Jackson & Saginaw:							Indiana and Illinois Central:						
1st Mortgage, traffic guarantee.....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indiana North and South:						
Fort Wayne, Muncie & Cin.:							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	Indianapolis, Blooming & West:						
2d Mortgage.....	500,000	8	"	"	1893	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	28
Frammingham and Lowell:							1st Mortgage Extension gold.....	2,010,000	7*	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	89	2d Mortgage.....	1,500,000	8	"	"	1890	6
2d Mortgage.....	150,000	8	"	"	1883	94	Indianapolis and Madison:						
Frederick and Pennsylvania Line:							1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	Indianapolis & Vincennes:						
Fremont, Kikbourn & Mo. (S.C. & P.):							1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	"	1900	....
Galena & Chic. Union (C. & N. W.):							International and Gt. Northern:						
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	106	1st Mortgage a.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	61
2d Mortgage.....	43,000	7	May & Nov.	"	1875	102	Convertible B'ds " "	1,473,000	8	Feb. & Aug.	"	1892	....
Galv., Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds " "	1,877,000	8	Feb. & Aug.	"	1892	....
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	88	1st Mortgage of 1867.....	2,500,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	'78-'83	....
Georgia (and Banking):							Equipment Bonds, registered.....	375,000	10	"	"	1883	86
Company bonds (debentures).....	564,500	7	Jan. & July.	Augusta	'75-'90	....	1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
Ullman, Clinton & Springfield:							1st Mort. (Cin. & Indiana).....	491,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. " " " " " " " " " "	1,497,000	7	Jan. & July.	"	'77-'82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Goshen and Deekertown (Erie):							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	248,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
Grand Rapids & Indiana:							2d Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
1st Mortgage L. G. guar. gold.....	4,000,000	7*	Jan. & July.	New York.	1899	....	Equipment Mortgage.....	375,000	10	Jan. & July.	"	1881	81
1st Mort. L. G. not guar. gold.....	3,224,000	7*	April & Oct.	"	1899	....	Ionla and Lansing (D. L. & L. M.):						
Grand River Valley (Mich. C.):							1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lessees.....	1,000,000	8	Jan. & July.	New York.	1888	94	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessees.....	500,000	8	March & Sept.	"	1879	55	Iowa Falls and Sioux City:						
Grand Trunk (Can.):							1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equip'mt B'ds No. 2 \$500,000.....	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar.....	1,350,000	8	April & Oct.	New York.	1900	81
Postal & Military b'ds \$1,200,000.....	5,000,000	6*	Feb. & Aug.	"	Perp.	....	Ironton (Penn.):						
1st Preference Bonds \$3,218,149.....	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds \$2,827,808.....	11,638,049	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds \$7,163,910.....	35,819,550	4*	"	"	"	....	1st Mortgage gold, skg fund.....	600,000	7*	Jan. & July.	New York.	1890	89
Provincial Debenture \$3,111,500.....	15,557,500	....	"	Ottawa.	....	....	Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage.....	1,517,000	8	Jan. & July.	New York.	1885	98
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	93
Mortgage Bonds \$547,000.....	2,735,000	5	April & Oct.	"	'77-'78	....	2d Mortgage guar.....	158,000	8	March & Sept.	"	1878	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	1,963,000	8	"	"	1891	87
Debenture Bonds \$1,743,100.....	8,715,900	5	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1859:							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	81	Jacksonville, Pensac. and Mobile:						
2d Mort., " " " " " " " " " "	2,500,000	7	May & Nov.	"	1893	61	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Green Bay and Minnesota:							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	Jamestown & Frank. (L. S. & M. So.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	460,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car.....	1,428,546	7	Jan. & July.	Columbia.	'81-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed.....	376,768	7	"	"	'81-'86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	90
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. " " " " " " " " " "	84,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							1st Mort. (Carbondale Section).....	2,000,000	7	"	"	1889	....
1st Mortgage (Construction).....	1,386,000	7*	Jan. & July.	"	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Naples (T. W. & W.):							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1888	29	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
Hannibal & Cent. Mo. (T. W. & W.):							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	61	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	....	1st Mortgage (Ridgely Park).....	300,000	7	May & Nov.	"	1912	....
Hannibal and St. Joseph:							Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'77-'94	101	1st Mortgage skg fund guar.....	336,000	8	Jan. & July.	New York.	1882	108
Missouri State Loan.....	1,500,000	6	"	"	'87-'88	101	Junction, Philadelphia:						
Fifteen years' bonds (277 m.).....	3,798,000	8	March & Sept.	"	1885	78	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia	1882	106
1st Mort. (Q. & Palm R.R. 15 m.)	500,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	100
1st Mort. (K. City & Cam. RR 55 m.)	1,200,000	10	Jan. & July.	"	1886	....	Junction and Breakwater:						
General Land Mortgage (277 m.)	642,006	7	April & Oct.	"	1888	108	1st Mort. guar. by Delaware.....	352,000	6	Jan. & July.	New York.	1890	....
Harlem Extension:							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	97
Harrisburg & Lancaster:							Kalamazoo and Schoolcraft:						
1st Mortgage, guar. by Pa. R.R.....	700,000	6	Jan. & July.	Philadelphia.	1883	102	1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	....
Hartford, Providence and Fishkill:							Kalamazoo & S. Haven (M. Cen.):						
1st Mort. (R. I. 28.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....	1st Mortgage guar. by lessees.....	640,000	8	May & Nov.	New York.	1889	....
1st Mort. (Conn. 96.04 m.) skg f.d.	1,574,500	7	"	Hartford.	1876	....	2d Mortgage " " " " " " " " " "	70,000	8	"	"	1889	....
Holly, Wayne & Monroe (F. & M.):							Kalamazoo & White Pigeon:						
1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....	1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	83
Holyoke and Westfield:							Kansas City and Cameron:						
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....	1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1888	....
Housatonic:							Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....	1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mortgage.....	100,000	7	Feb. & Aug.	New York.	1885	....	2d Mort. " " " " " " " " " "	150,000	10	"	"	1878	....
3d Mortgage of 1869.....	100,000	6	April & Oct.	Brpt. & Bost.	1889	....	1st Mort. (St. Jo. & CB. 78 m.) conv.	1,400,000	10	March & Sept.	"	1902	....
Equip'mt. Bonds.....	150,000	7	"	Bridgeport.	1883	....	1st Mort. (Mo. Valley 130 m.).....	1,500,000	7	Feb. & Aug.	New York.	1893	....
Houston and Texas Central:							1st Mort. " " " " " " " " " "	1,000,000	7*	"	"	1893	....
1st Mortgage L. G. skg fund, gold.	7,479,000	7*	Jan. & July.	New York.	1901	....	Consolidated Mort. (280m.) conv.	887,000	"	March & Sept.	"	1890	....
1st Mortgage (Western Div.).....	2,500,000	7*	"	"	1903	....	New Consol. Mort. for \$8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	\$ 2,240,000	5*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky.....	74,519	5	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold..	4,063,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br...	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3.0,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	875,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7*	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres)gold....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankf.)	39,000	6	"	"	73-78	....
2d Mort. (") gold.....	1,500,000	7*	March & Sept.	"	1896	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	79-97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	....	1st Mortgage (main line 185 m.)	176,000	7	Jan. & July.	New York.	1876	....
Kent County (Del.)							1st Mortgage (Memp Br. 46.37m.)	47,000	7	May & Nov.	Louisville.	1875	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	79-85	....
Kentucky Central:							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	1902	....
2d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	6,964,000	7	April & Oct.	"	1898	82
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	76-87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	....
Keokuk and St. Paul (C.B. & Q.):							Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	864,500	8	April & Oct.	Boston.	1879	104	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
Laf., Blooming. & Miss. (T.W. & W.)							1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	60	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
Laf., Muncie & Bloom. (T.W. & W.)							Macon and Brunswick:						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
Lake Erie and Louisville:							1st Mort. " " " " " "	600,000	7	May & Nov.	"	1905	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage.....	500,000	7	Jan. & July.	"	1903	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort., guar. by Chl. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	928,300	6	April & Oct.	Boston.	1912	95
Consol. Mort., S.F., Regist'd....	6,115,000	7	J. A. J. & O.	"	1900	99	\$1,110,000 Loan, tax free.....	756,900	6	Jan. & July.	"	1898	91
Consol. Mort., S.F., Coupon....	8,471,000	7	Jan. & July.	"	1900	102	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000.	3,529,000	7	June & Dec.	"	1903	96	1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost.	1890	....
Bonds of 1882 (Reg. & Coupon)	1,442,000	7	April & Oct.	"	1882	....	\$1,100,000 (A. & Ken.) Loan...	1,100,000	6	Jan. and July.	Boston.	80-91	56
Lake Shore Dividend Bonds.....	1,442,000	7	"	"	1889	99	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1890	102	Consol. (Port. & Kennebec) Loan	1,168,700	6	"	Boston.	1895	....
3d Mort. (") " " " " "	1,000,000	7	April & Oct.	"	1892	101	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1885	105	1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
2d Mort. (") " " " " "	2,692,000	7	"	"	1877	103	Bath (Androscoogin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	106	Mansfield & Framing. (B.C. & F.):						
2d Mort. (") " " " " "	819,000	7	April & Oct.	"	1886	102	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	Marietta and Cincinnati:						
Mort. Bonds (") " " " " "	300,000	7	March & Sept.	"	1888	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds (") " " " " "	2,850,000	7	April & Oct.	"	1898	103	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	106
1st M. (Detrit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	100	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	99
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	83	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	79
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	....	Marietta, Pittsburg & Cleveland:						
1st M. (Jamestown & Franklin)	460,000	7	"	"	var	97	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
2d M. (") " " " " "	500,000	7	June & Dec.	"	1894	....	Marquette, Houghton & Ontonagon						
Lake Shore & Tuscarawas Valley:							1st Mortgage (Marq. & Ont.)...	1,760,000	8	Jan. & Dec.	New York.	1892	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
2d Mortgage, for \$1,000,000....	696,000	7	"	"	1892	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-103	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Massachusetts Valley (C. & P. R.):						
Lake Superior & Mississippi:							1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1898	43	Maryland and Delaware:						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
Income Bonds.....	3,200,000	10	"	"	1902	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Lawrence (P. Ft. W. & Chl.):							Massillon & Clev. (C.M. V. & D.)						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Leavenworth, Atch. & N. West'n:							Mayville and Lexington:						
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	....	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Leaven., Lawrence & Galveston:							Memphis and Charleston:						
1st Mort. skg fund conv. gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	26	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	Tennessee State Loan.....	1,314,142	6	"	"	....	....
Lehigh and Lackawanna:							Income Bonds.....	600,000	10	March & Sept.	"	73-78	....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Memphis and Little Rock:						
Lehigh Valley:							1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	103	2d Mortgage.....	1,000,000	8	"	"	....	....
1st Mortgage (") reg....	6,000,000	6	"	"	1898	105	Michigan Air Line (Mich. Cent.):						
2d Mortgage for \$6,000,000....	6,000,000	7	March & Sept.	"	1910	109	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	100
General Mort. for \$40,000,000.	5,000,000	6*	June & Dec.	"	1923	99	Michigan Central:						
General Mort., registered.....							1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
Lewisb. Centre & Spruce C. (P. & E.)							1st Mortgage sinking fund conv.	1,517,000	8	"	"	1882	116
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	103
Lexington & St. Louis (A. & P.):							1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	100
1st Mortgage gold.....	1,000,000	6*	June & Dec.	New York.	1899	....	Equipment Bonds for \$800,000..	600,000	8	Apr. and Oct.	N. Y. & Bost.	1883	102

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacific)	\$ 700,000	7*	Jan. & July.	New York.	1911	...	N.O., Jack. & Gt. N. (N.O. St. L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1886	...
1st Mortgage gold, guaranteed.	20,000pm	7*	Jan. & July.	Detroit.	1890	...	1st Mortgage.	1,500,000	8	April & Oct.	"	1890	...
Minnesota and North Western:							2d Mortgage for \$3,000,000.	3,000,000	7*	Jan. & July.	"	1912	...
1st Mort. gold, skg. fd. & tax free	1,012,500	7	May & Nov.	New York.	74-'84	...	Consol. Mort. for \$3,000,000.	3,000,000	7*	Jan. & July.	"	1912	...
Mississippi Cent. (N.O. St. L. & Chi.)	2,000,000	8	Feb. & Aug.	"	1886	...	New Orleans, Mobile and Texas:	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	...
1st Mortgage.	3,700,500	7*	May & Nov.	"	1912	...	1st Mort. (Mobile to N. Orleans)	7,250,000	8	"	New York.	1915	...
General Mort. for \$8,000,000 gold	2,040,000	7*	Jan. & July.	.....	1900	...	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	...
Mississippi, Ouachita & Red Riv.							New York, Boston and Montreal:						
1st Mortgage gold.	600,000	7	April & Oct.	Memphis.	1876	...	1st Mortgage for \$12,250,000.	6,617,500	7*	Feb. & Aug.	N. Y. or Lond.	1903	...
Mississippi and Tennessee:	1,254,000	8	Jan. & July.	"	81-'93	...	New York & Canada (D. & H. C.)	4,000,000	6*	May & Nov.	London.	1904	...
Consolidated Mortgage.	430,547	6	.....	"	.....	...	1st Mort. for £800,000, guar.	5,936,626	6	May & Nov.	New York.	1883	103
Tennessee State Loan.	800,000	7	Feb. & Aug.	New York.	1902	...	New York Central & Hudson R.	1,514,000	7	Feb. & Aug.	"	1876	101
Mississippi Valley and Western:							Debt Certificates (N. Y. Cent.)	74,500	6	May & Nov.	"	1883	...
1st Mortgage \$20,000 p. m.	2,000,000	7*	June & Dec.	.....	1910	...	Bonds for debts assm'd (N. Y. C.)	592,000	6	"	"	1883	100
Missouri, Iowa and Nebraska:							Bonds for B. & N. F. stk (")	162,000	6	"	"	1883	100
1st Mortgage gold, sinking fund.	3,220,000	6*	Jan. & July.	New York.	1899	...	Bonds for R. R. Stocks (")	2,431,000	6	June & Dec.	"	1887	104
Missouri, Kansas and Texas:	362,000	7*	June & Dec.	"	1903	...	2d Mort. (Hudson River) S. F.	1,794,000	7	Jan. & July.	"	1885	111
1st Mort. (U. Pac. S. Br.) skg. fund	10,418,000	7*	Feb. & Aug.	"	1904	...	Bonds of 1871, tax free.	1,950,000	7	April & Oct.	"	1891	...
1st Mort. (Tebo & Neesho) S. F.	2,500,000	7	"	"	1905	...	1st Mort. coup. } for \$30,000,000	3,904,000	7	May & July.	"	1903	122
Consol. Land Grant, skg. fd gold	600,000	7	"	"	1906	...	1st Mort., reg'd }	9,733,333	6*	"	London.	1903	115
Additional Consol. Mort.							1st Mort. Sterling for £2,000,000						
Further Add. Consol. Mort.							New York and Harlem:						
Missouri River, Ft. Scott & Gulf:	5,000,000	10	Jan. & July.	New York.	1889	50	Consolidated Mortgage of 1863.	103,000	6	Feb. & Aug.	New York.	1893	...
1st Mortgage, Land Grant, S. F.	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	...	Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	"	1881	...
2d Mortgage.							Consol. Mort. of 1872, coupon.	6,822,000	7	May & Nov.	"	1900	113
Mobile and Girard.							Consol. Mort. of 1872, reg.				"	1900	...
1st Mortgage.	377,500	7	Jan. & July.	Savannah.	1876	...	N. York, Housatonic & Northern:						
2d Mortgage.	300,000	8	"	New York.	1889	...	1st Mortgage.	249,000	7*	April & Oct.	New York.	1902	...
Plain bonds.	33,500	8	"	Savannah.	1887	...	New York, Kingston & Syracuse:						
Mobile and Montgomery:							1st Mort. for \$4,000,000.	2,500,000	7*	Jan. & July.	New York.	1902	...
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	...	New York, N. Haven & Hartford:						
2d Mortgage.	800,000	8	"	"	1900	...	1st Mort. (Harlem & Portchester)	1,000,000	7	.....	New York.	1903	...
Mobile and Ohio:							New York and Oswego Midland:						
1st Mortgage Sterling.	5,636,000	6*	May & Nov.	Mo. & Lond.	1883	...	1st Mortgage gold, tax free.	8,000,000	7*	Jan. & July.	New York.	1894	...
Interest bonds.	1,524,300	8	"	Mobile.	76-'83	...	2d Mortgage convertible.	2,500,000	7	May & Nov.	"	1895	...
Sterling Interest bonds.	769,920	6*	"	London.	1883	...	2d Mortgage non-convertible.	1,500,000	7	"	"	1896	...
Tennessee Substitution Bonds.	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	...	3d Mort., Equipment.	3,800,000	7	"	"	...	...
Special Mort. (Gainesville Br.)	53,000	8	May & Nov.	Mobile.	1877	...	1st Mort., (West. Extension).	2,425,000	7	"	"	...	...
2d Mortgage.	1,453,868	8	"	Murch.	1877	...	Consolidated Mortgage.	1,200,000	7	"	"	...	...
Consol. Mort. for \$15,000,000.	977,560	7*	Jan. & July.	N. Y. & Lond.	1904	...	New York, Providence & Boston:						
Convertible 3 per cent. bonds.							1st Mortgage.	76,000	6	Feb. & Aug.	New York.	1878	...
Montclair (N. Y. and O. Mid.)	1,800,000	7*	March & Sept.	New York.	...	...	Improvement Bonds.	100,000	7	Jan. & July.	"	1876	...
1st Mortgage gold, guar.	7,000,000	7	"	"	...	...	Extension Bonds.	250,000	6	May & Nov.	"	78-'81	...
2d Mortgage.	888,400	7	"	"	...	...	General Mort. for \$1,000,000.	827,000	7	Jan. & July.	"	1899	...
Income Mortgage.							Norfolk & Petersburg (A. M. & O.):						
Montgomery and Erie (Erie):							1st Mortgage.	306,000	8	Jan. & July.	New York.	1877	...
1st Mortgage.	127,000	7	May & Nov.	New York.	1888	...	2d Mortgage.	157,000	7	"	"	1877	...
2d Mortgage.	47,000	7	April & Oct.	"	1887	...	2d Mortgage.	468,000	8	"	Norfolk.	1893	...
Montgomery and Eufaula:							North Carolina:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	...	1st Mortgage.	375,000	8	May & Nov.	Co's Shops, N.C.	1878	...
1st Mortgage not endorsed.	330,000	8	June and Dec.	"	1900	...	North Eastern (S. Car.):						
Monticello and Port Jervis:							1st Mortgage.	820,000	8	March & Sept.	Charleston.	1899	...
1st Mortgage gold, tax free.	500,000	7*	J. A. J. & O.	New York.	1890	...	2d Mortgage.	226,600	8	"	"	1899	...
Morris and Essex (D. L. & W.):							North Missouri (St. L., K. C. & N.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	115	1st Mortgage.	3,000,000	7	Jan. & July.	New York.	1895	90
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	"	1891	108	North Pennsylvania:						
Convertible bonds.	354,800	7	Jan. & July.	"	1900	104	1st Mortgage.	1,930,500	6	Jan. & July.	Philadelphia.	1885	104
Construction bonds of 1871.	573,000	7	Feb. and Aug.	"	1889	101	2d Mortgage.	1,500,000	7	May & Nov.	"	1896	109
Gen'l M. (1st on Boonton Br.) gr.	4,821,000	7	April & Oct.	"	1901	109	Chattel Mortgage.	360,000	10	April & Oct.	"	1877	...
Special Mortgage.	1,029,000	7	"	"	1915	105	General Mortgage.	436,500	7	Jan. & July.	"	1903	104
Consol. mort. for \$25,000,000 guar.							North Shore (Flush., N.S. & Cent.):						
Nashville, Chattanooga & St. Louis:							1st Mortgage.	135,000	7	Feb. & Aug.	New York.	1887	...
1st Mort., endorsed by Tenn.	1,450,000	6	Jan. & July.	New York.	74-'83	82	Northern Central:						
2d Mort. (Government Subsidy)	1,000,000	4	"	"	81-'91	...	1st Mortgage, Md. State loan.	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	...
New Mortgage.	5,800,000	7	"	"	1913	...	2d Mortgage S. F. Coupon.	1,570,000	6	Jan. & July.	Baltimore.	1885	101
Nashville and Decatur (L. & N.):							3d Mortgage Coupon.	1,126,000	6	April & Oct.	Phila. & Balt.	1900	96
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	...	3d Mort. (York & Cumb.) guar.	509,000	6	Jan. & July.	Baltimore.	1877	97
2d Mortgage gold.	500,000	6*	April & Oct.	Nashville.	1887	...	Income conv. coupon.	1,000,000	7	April & Oct.	Harrisburg.	1880	...
Naugatuck:							Income coupon.	3,000,000	7	Jan. & July.	"	1922	...
1st Mortgage.	102,000	7	Jan. & July.	Bridgeport.	1876	...	Consol. Mort. coupon.	2,599,000	6*	"	Baltimore.	1900	97
Newark & New York (C. of N.J.):							Consol. Mort. registered.	205,000	6*	April & Oct.	"	1900	...
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	...	Consol. General Mort. S. F.	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	...
Newark, Somerset & Stralville:							Northern New Jersey (Erie):						
1st Mortgage gold.	800,000	7*	May & Nov.	New York.	1889	101	1st Mortgage skg. fd guar.	400,000	7	Jan. & July.	Jersey City.	1878	...
New Bedford:							Northern Pacific:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98	1st Mort. on R.R. & lands gold.	30,097,600	7.3*	Jan. & July.	New York.	1900	16
New Issue for \$360,000.	400,000	7	"	"	1894	107	Northwestern Virginia:						
New Haven and Derby:							3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	100
1st Mortgage.	525,000	7	Various.	New Haven.	98-'00	...	Northwestern Union (C. & N.W.):						
New H., Middle'n & Willman:							1st Mortgage.	3,500,000	7*	.....	New York.	...	...
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	...	Norwich & Worcester (B. H. & E.):						
2d Mortgage.	2,000,000	7	"	"	1881	...	1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	...
New Haven and Northampton:							Construction Bonds.	150,000	7	"	"	1877	...
1st Mortgage.	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	...	Nyack and Northern:						
Convertible bonds, tax free.	750,000	6	April & Oct.	"	70-'82	...	1st Mortgage.	150,000	7	Jan. & July.	New York.	1890	...
Holyoke and Westfield bonds.	200,000	7	"	"	1891	...	Ogdensburg and Lake Champlain:						
New Jersey Midland (N.Y. & O.M.):							Equipment Mortgage.	300,000	8	Jan. & July.	Boston.	1878	93
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...	Equipment Mortgage.	200,000	8	"	"	1879	...
2d Mortgage.	1,500,000	7	"	"	1881	...	Sinking Fund Bonds.	468,000	8	March & Sept.	"	1890	98
New Jersey and New York:							Ohio and Mississippi:						
1st Mortgage.	500,000	7*	March & Sept.	N. Y. or Lond.	1893	...	Consolidated Mort. Bonds.	3,067,000	7	Jan. & July.	New York.	1898	89
New Jersey Southern:							Consolidated S. F. Mortgage.	3,556,000	7	"	"	1898	90
1st Mortgage.	2,000,000	7	May & Nov.	New York.	1889	28	Consolidated Mort., Sterling.	112,000	7*	"	London.	1911	64
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	...	2d Consol. Mort. & S. F. Bonds.	3,672,000	7	April & Oct.	New York.	1882	...
2d Mortgage.	1,000,000	7	March & Sept.	"	1881	...	Income and Funded Debt Bonds.	174,000	7	May & Nov.	New York.	1883	...
Consol. Mort. for \$7,000,000.	5,300,000	7	April & Oct.	"	1903	...	Debenture Sinking Fund Bonds.	180,000	7	"	"	1905	80
Income Mortgage.	750,000	7	"	"	1881	...	1st Mort. (Springfield Division).	3,000,000	7	May & Nov.	"	1905	80
New Jersey West Line:							1st Mortgage (J. O. R. R. River):						
1st Mort. gold, for \$3,000,000.	3,000,000	7*	May & Nov.	New York.	1900	...	1st Mortgage (O. G. R. R.):	580,000	7	April & Oct.	Philadelphia.	1896	50
New London Northern (Cen. V.):							1st Mort. (Warren & Franklin).	1,600,000	7	Feb. & Aug.	"	1882	83
1st Mortgage.	300,000	6	April & Oct.	New York.	1885	...	1st Mort. (Union & Titusville).	500,000	7	Jan. & July.	"	1890	...
2d Mortgage.	500,000	7	June and Dec.	"	1892	...	Consolidated Mortgage.	1,100,000	7	May & Nov.	"	1888	61

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:	\$						Philadelphia, Wilmington & Balt.:	\$					
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	102½	Mortgage Loan, convertible	302,000	6	Jan. & July.	Phila. & Bost.	1884	101½
Plain Bonds	32,000	5	"	"	1884	95½	Loan of 1886.....	400,000	6	April & Oct.	"	1876	....
Plain Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	102½	Loan of 1887.....	1,000,000	6	"	"	1887	100½
New Bonds for \$3,000,000.....	1,692,000	7	March & Sept.	"	1894	110½	Loan of 1872.....	500,000	6	"	"	1892	....
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	....	Pickering Valley (Phila. & Rdg):						
Omaha and Northwestern:							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	....
1st Mort. Land Grant, Gold.....	16,000 pm	7.3*	Jan. & July.	New York.	1901	....	Pittsburg, Cin. & St. Louis (Pa.):						
Omaha and Southwestern:							1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia	1890	....
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	93	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Orange, Alex. and Manassas—							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	74½
See Wash. C., Va. Mid. & Gt. So.							Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	"	1913	....
Oregon and California:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage gold.....	10,950,000	7*	April & Oct.	New York.	....	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	118½
Osage Valley & Southern Kansas:							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Oshkosh & Miss. (C., M. & S. P.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Oswego and Rome (R. W. & O.):							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	107½
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage guar. by C. B. & Q.	1,131,000	8	Jan. & July.	N. Y. & Bost.	1900	99	2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	....
Owensboro' and Russellville.							3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	100
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	Bridge (O. & P. R. R.) bonds.....	27,500	7	May & Nov.	Philadelphia.	1876	....
Pacific of Missouri (Atl. & Pac.):							Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	82	Equipment bonds.....	1,000,000	8	March & Sept.	"	1894	....
2d Mortgage sinking fund.....	2,804,000	7	Jan. & July.	"	1891	75	Pittsburg, Va. and Charleston:						
Income Bonds.....	1,500,000	7	Mar. and Sept.	"	1892	....	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1885	....	Pittsburg, Wash. & Baltimore:						
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	1st Mort. (Pittsb. & Conn'ville)	4,000,000	7	Jan. & July.	Baltimore.	1898	99½
1st Mort. (Carondelet Branch).....	500,000	6*	April & Oct.	"	1893	69	2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Leav. Atch. & N. W.)	500,000	7	"	"	1889	....	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mort. (Lex. & St. Louis) gold	900,000	6*	June & Dec.	"	1899	....	Real Estate Mortgage.....	100,000	6	"	Baltimore.	1883	....
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....	1st Mortgage for \$3,800,000.....	20,000 pm	7*	Jan. & July.	New York.	1901	....
Panama.							Port Huron and Lake Michigan:						
General Mortgage, stg \$597,800.	2,889,330	7*	April & Oct.	London.	1897	....	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
Paris and Decatur:							Portland & Ogdensb. (Me. & N. H.):						
1st Mortgage gold, S. F.....	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....	1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Paterson and Newark (Erie):							Consol. Mort. gold, for \$3,300,000	149,000	6*	May & Nov.	"	1901	50½
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Ogdensburg (Vt.):						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mortgage gold, for \$2,300,000	700,000	6*	May & Nov.	N. Y. & Bost.	1890	46
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland and Oxford Central:						
Pemberton & Hights. (U. C. of N.):							1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	100	Portland and Rochester:						
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N. Y. or Lond.	1899	....	1st Mortgage (equal lien).....	100,000	7	April & Oct.	"	1887	....
1st Mortgage gold (S. F.) 2d series	979,000	7*	"	"	1900	....	2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	"	1891	....
Pennsylvania:							Port Royal (S. C.):						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	104	1st Mortgage gold, skg fd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
General Mortgage.....	6	J. A. J. & O.	Philadelphia.	1910	101½	....	1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	"	"	1889	....
(General Mortgage, registered.)	19,934,760	6	"	"	1910	101	Portsmouth, Gt. Falls & Conway:						
Consolidated Mortgage.....	14,550,000	6*	Jan. & July.	London.	1905	....	1st Mort. guar. by Eastern R.R.	470,000	7	June and Dec.	Boston.	1893	87
State lien for \$7,500,000, skg fd	5,201,675	5	April & Oct.	Philadelphia.	175-90	....	Poughkeepsie and Eastern:						
Pennsylvania Coal:							1st Mort. gold, conv. & tax free..	644,500	7*	Jan. & July.	New York.	1910	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	2d Mortgage.....	78,000	7	"	"	....	....
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	....
2d Mortgage.....	519,000	7	April & Oct.	"	1903	....	Stoughton Branch bonds.....	1,000,000	6	"	"	....	....
Pennsylvania & New York (L. V.):							Quincy, Alton and St. Louis:						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	107½	1st Mortgage gold.....	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	....	Quincy and Palmyra:						
Peoria & Bureau Val (C. R. I. & P.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy and Toledo (T. W. & W.):						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	52
1st Mortgage, traffic guarant'ee..	571,000	8	Jan. & July.	Boston.	1878	104	Quincy & Warsaw (C. B. & Q.):						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed.....	756,000	8	Jan. & July.	Boston.	1890	105½
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Reading and Columbia (P. & R.):						
2d Mort. conv. and tax free.....	1,000,000	7	April & Oct.	"	1900	....	1st Mort. Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1882	95
Peoria and Rock Island:							2d Mort. Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. gold, conv. & tax free..	1,500,000	7*	Feb. & Aug.	N. Y. & Lond.	1900	....	Rensselaer and Saratoga:						
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	111
Perkiomen (Phila. and Rdg):							3d Mortgage.....	150,000	7	"	"	1887	....
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	92	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Petersburg:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	....
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	179-95	....	1st Mortgage (Glenn's Falls).....	125,000	7	Jan. & July.	"	1894	....
2d Mortgage.....	500,000	8	"	"	1902	....	Consol. Mort. for \$2,000,000.....	1,925,000	7	May and Nov.	"	1921	....
Philadelphia and Baltimore Cent.:							Richmond and Danville:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mortgage (Md. Div. 9½ m.)...	300,000	6	"	"	1891	....	Virginia State guar. bonds.....	157,800	6	"	"	1875	....
2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	"	"	1900	....	1st Mort. (Peidmont Branch)...	500,000	8	"	"	1888	....
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern, N. C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	75-90	72
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	103½	Consolidated Mortgage.....						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$ 346,000	8	May & Nov.	Saginaw.	1892	....	South Carolina:	\$					
1st Mortgage.....							1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	8,74,000	7	"	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	"	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	78,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr.....	5,500,000	8*	"	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " " " " "	200,000	7	"	"	1889	....
1st Mortgage.....	1,600,000	6	May & Nov.	New York	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guarant'd.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	107	2d Mortgage for \$200,000.....	177,560	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	"	1894	89	South and North Alabama.....						
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	89	1st Mort., endor. by Ala., gold.....	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	77	Sterling Mort., guar. by L. & N.	£1,106,000	....	May & Nov.	London.	....
2d Mortgage Income (Series E).....	1,700,000	7	"	"	1884	77	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	90	1st Mortgage gold, assumed.....	7,188,500	6*	Jan. & July.	New York.	1888	76
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	64	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	....
2d Mort. (").....	6,000,000	7*	May & Nov.	"	1897	64	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br'h).....	2,500,000	7*	June & Dec.	"	1897	....	1st prefer'd bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Calro, Ark. & Tex.).....	1,500,000	7*	"	"	1897	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	3d preferred bonds.....	452,800	6	"	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7	March & Sept.	"	1882	....
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	90	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	....	Southern of L. L.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort., Sink. Fund.....	1,500,000	7	May & Nov.	"	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd, con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash).....	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage (A.) guaranteed.....	1,000,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscogee) conv.....	300,000	7	"	"	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car.....	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st M. (St. Paul to Watab) 80m.	368,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. (" do.) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. (" do.) R.R. & Lands.	8,500,000	7*	"	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	....	7*	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Salem and Lowell (B. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	226,930	6	Feb. & Aug.	Boston.	1878	99	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	56
Sand., Mansfield & Newark (B. & O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	85
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar.....	111,900	7	"	New York.	1889	....	Income Mort. gold.....	200,000	6*	"	"	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	....	New York.	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (DL&W):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (LS&MS):							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tebo and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Seima and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (Guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,800,000.....	516,000	7	"	"	1894	....
Seima, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Seima, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,350,000	7	Jan. and July.	....	1906	....
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (Eastern Div.).....	1,600,000	7	June & Dec.	New York.	1894	75
Shamokin Valley & Pottaw. (N.C.):							1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1896	69
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	89	2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	22
Shesbogan and Fond du Lac:							Equipment Mort. sinking fund.....	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	Consol. Mort. for \$2,200,000.....	1,500,000	7	May &			

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$ 59,700	7	Jan. & July.	Troy.	1878	....	Western Maryland:	\$ 400,000	6	Jan. and July.	Baltimore.	1890	89 1/2
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	89 1/2
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	101
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " "	300,000	6	"	"	1890	101
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1890	95 1/2
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1890	89
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	103 1/2
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6 1/2	Jan. and July.	New York.	1899	96 1/2
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	80
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							Western Union (Chi., M. & St. P.):						
1st Mortgage gold, tax free.....	27,236,000	6 1/2	Jan. & July.	N. Y. & Bos.	96-99	102 1/2	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
1st Mort. Land Grant.....	7,574,000	7	Apr. and Oct.	"	1887	98 1/2	West Jersey:						
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	96-99	....	Debtenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	86 1/2
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	88 1/2	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	98 1/2
Omaha Bridge B'ds, stg. \$500,000	2,500,000	8 1/2	Apr. and Oct.	London.	1896	....	1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
Union Pacific (Central Div.):							1st Mort. (Swedesboro) guar....	200,000	6	June & Dec.	Camden.	....	95
1st Mortgage gold, tax free.....	1,600,000	6 1/2	May and Nov.	New York.	1895	....	2d Mort. (Cape May & Millville)	340,000	7	Apr. and Oct.	"	....	95
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	96-7-8	....	Consolidated Mortgage.....	1,000,000	7	"	"	1899	103
Union Pacific, S. Br. (M.K. & T.):							West Wisconsin:						
1st Mortgage gold, skg fund.....	3,220,000	6 1/2	Jan. & July.	New York.	1899	....	1st Mort. land gr., gold skg fund	3,900,000	7 1/2	Jan. and July.	N.Y. or Lond.	1887	....
Union & Titusville (O.C. & A. Riv.):							1st Mort. (Southern Extension).	640,000	7 1/2	"	"	1902	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	White Water Valley:						
United N. J. R. R. & Canal Cos.:							1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Loan of 1901 (United Compn's)	3,000,000	6	March & Sept.	Philadelphia.	1901	101	Wico Mico and Pocomoke:						
Sterling Loan \$369,200 (U. Co's)	1,848,000	5 1/2	"	London.	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Sterling Loan \$360,000 (")	1,800,000	6 1/2	"	"	1894	....	Williamston and Tarboro:						
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Loan of 1888 (United Compn's)	154,000	6	Feb. and Aug.	"	1888	....	Wilmington, Colum. & Augusta:						
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	London.	1880	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	59 1/2
Sterling S.F. \$292,000 (C. & A.M.)	1,310,000	6 1/2	Feb. and Aug.	London.	1880	....	Wilmington and Reading:						
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	100 1/2	1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	50
Loan of 1889 (")	866,000	6	June & Dec.	Princeton.	1889	101	2d Mortgage coupon or regis....	1,660,000	7	Jan. and July.	"	1902	10
Mort. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	105 1/2	Wilmington and Weldon:						
Loan of '78 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1873	....	Sterling Bonds.....	648,700	6 1/2	Jan. and July.	London.	1881	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	221,400	7 1/2	May and Nov.	"	1886	....
Utah Central:							Sinking Fund gold, Bonds.....	749,000	7 1/2	Jan. and July.	New York.	1896	99 1/2
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Wilmington and Western (Del.):						
Utah Southern:							1st Mortgage.....	500,000	7 1/2	J. A. J. & C.	Phil. & Wilm.	1892	....
1st Mortgage.....	680,000	7	Jan. & July.	Salt Lake City	1891	....	Winona & St. Peter (C. & N.W.):						
Utica and Black River:							1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	60
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	55
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	Extension mortgage bonds.....	4,875,000	7 1/2	June & Dec.	"	1906	....
Utica, Ithaca and Elmira:							Wisconsin Central:						
1st Mortgage, Sterling.....	1,500,000	7 1/2	Jan. & July.	London.	1902	....	1st M. L. G. gold S. F. \$25,000pm	4,618,500	7 1/2	Jan. and July.	Boston.	1901	52
Vermont Cent. - See Central Vt.							Worcester (Md.):						
Vermont and Massachusetts:							1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	101	Worcester and Nashua:						
Convertible bonds, tax free.....	200,000	7	"	"	1879	104 1/2	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Convertible bonds.....	150,000	7	"	"	1881	103	Plain Bonds.....	185,300	6	Various.	"	81-87	....
Vicksburg and Meridian:							Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	CANAL BONDS:						
General 2d series (blue).....	850,000	7	"	"	1890	....	Chesapeake and Delaware:						
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	87
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	Chesapeake and Ohio:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....	Sterling Loan guaranteed.....	4,375,000	5 1/2	J. A. J. & O.	London.	1890	....
Vineyard:							Preferred Bonds (next lien)....	1,699,500	6	Jan. and July.	Baltimore.	1885	116
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Delaware Division (L.O. & N.):						
Virginia & Tennessee (A.M. & O.):							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
Enlarged Mortgage.....	990,000	6	Jan. and July.	N.Y. & Lynch.	1884	....	Delaware and Hudson:						
4th Mortgage.....	870,000	8	March & Sept.	"	1900	....	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	104
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....	regis. 2d series, July 1, 1889	3,500,000	7	Jan. and July.	"	1884	110
Funded Interest.....	226,300	8	"	"	1880	....	tered. 3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	111
Income Mortgage (fundable)....	93,500	8	"	"	1866	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	110
Walkill Valley (Erie):							Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
1st Mortgage gold, tax free.....	810,500	7 1/2	Apr. and Oct.	New York.	1901	....	Lehigh Coal and Navigation:						
Warren (D. L. & W.):							Mortgage Loan of 1877.....	782,779	6	June & Dec.	Philadelphia.	1877	96 1/2
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Convertible Bonds.....	42,550	6	"	"	1882	96
2d Mortgage, guaranteed.....	760,000	7	May and Nov.	"	1900	....	Convertible Loan, gold.....	822,000	6 1/2	March & Sept.	"	1894	105 1/2
Warren & Franklin (O.C. & A.R.):							1st Mortgage, registered.....	5,441,841	6	J. A. J. & O.	"	1884	100 1/2
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	82	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	102 1/2
Warwick Valley (Erie):							Mortgage (equip.) Loan, gold....	4,757,000	6 1/2	June & Dec.	"	1897	104
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Consolidated Mortgage.....	1,066,000	7	"	"	1911	....
Wasatch and Jordan Valley:							Greenwood Mortgage Loan.....	776,000	6	Feb. and Aug.	"	1892	....
1st Mortgage.....	150,000	9 1/2	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Washington City, Va. Mid. & Gt. So.							Monongahela Navigation:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	79 1/2	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
2d Mort. (")	350,000	7	"	"	1891	....	Morris (and Banking):						
1st Mort. Orange & Alexandria	400,000	6	May and Nov.	"	1873	90	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
2d Mort. " " " "	1,200,000	6	Jan. and July.	"	1875	75	2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	....
3d Mort. " " " "	600,000	8	May and Nov.	"	1873	70	Boat Loan, sinking fund.....	238,965	7	Apr. and Oct.	"	1899	101
4th Mort. " " " "	700,000	8	March & Sept.	"	1880	67	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Funded Coupons (do.)	722,664	....	"	"	1896	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)													

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

“asterisk (*) occurring in the column headed “Rolling Stock” signifies that the cost thereof is included, in that headed “Railroad.” A dash (—) across the column signifies “nil,” and running dots (....) signify “not ascertained.”

[illegible]

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

See extended "c" occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Year ending	Railroad	Rolling Stock			Property and Assets			Liabilities			Operations			Earnings			Value of Shares		
		Engines	Pass.	Freight	Railroad	Rolling Stock	Assets	Accounts and Cash	Stocks	Bonds	Accounts	Surplus Income	Trains Moved	Passengers	Freight	Gross	Net	Dividends	Par.
		M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	Tons.	\$	\$	pc.	\$
Jan. 30, 1874	111.0	6.5	3.1	310	4,066,167	386,630	4,066,167	386,630	2,000,000	2,000,000	584,268	—	111.0	—	—	264,667	88,664	100	100
Sept. 30, 1874	11.8	25.0	3.0	10	1,094,050	10,940,500	1,094,050	10,940,500	2,000,000	2,000,000	4,579	—	448.6	1,064,389	368,478	21,500	100	100	
Jan. 30, 1874	36.4	7.1	3.0	225	1,097,407	10,974,070	1,097,407	10,974,070	2,000,000	2,000,000	47,901	—	35.4	73,581	186,189	112,402	100	100	
May 31, 1874	94.0	6.8	3.0	340	604,500	6,045,000	604,500	6,045,000	2,000,000	2,000,000	721,900	—	34.1	—	106,489	144,000	100	100	
Jan. 30, 1874	876.0	360.0	377	269	14,917,633	149,176,330	14,917,633	149,176,330	64,942,948	64,942,948	83,720,908	—	1,377.0	1,005,717	1,744,762	106,489	100	100	
July 31, 1874	229.0	237.5	217	169	39,942,407	399,424,070	39,942,407	399,424,070	23,741,776	23,741,776	18,373,336	—	662.8	4,485,969	5,866,374	5,866,374	100	100	
Mar. 31, 1874	68.8	6.8	6.8	6	1,492,000	14,920,000	1,492,000	14,920,000	600,000	600,000	36,139	—	82.0	141,888	164,434	164,434	100	100	
Aug. 31, 1874	36.0	6.5	6.5	2	1,492,000	14,920,000	1,492,000	14,920,000	600,000	600,000	36,139	—	82.0	141,888	164,434	164,434	100	100	
Jan. 30, 1874	43.4	6.2	6.2	61	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Dec. 31, 1874	122.4	0.8	0.8	79	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Sept. 30, 1874	74.0	13.8	13.8	106	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Dec. 31, 1874	86.5	6.1	6.1	61	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Jan. 30, 1874	131.5	47.1	47.1	73	2,000,000	20,000,000	2,000,000	20,000,000	2,000,000	2,000,000	312,017	—	132.9	598,808	286,918	286,918	100	100	
Dec. 31, 1874	131.5	47.1	47.1	73	2,000,000	20,000,000	2,000,000	20,000,000	2,000,000	2,000,000	312,017	—	132.9	598,808	286,918	286,918	100	100	
Jan. 30, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Dec. 31, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Jan. 30, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Dec. 31, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Jan. 30, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Dec. 31, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Jan. 30, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Dec. 31, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Jan. 30, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Dec. 31, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Jan. 30, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Dec. 31, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Jan. 30, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Dec. 31, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Jan. 30, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Dec. 31, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Jan. 30, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Dec. 31, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Jan. 30, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Dec. 31, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Jan. 30, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Dec. 31, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Jan. 30, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Dec. 31, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Jan. 30, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Dec. 31, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Jan. 30, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Dec. 31, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Jan. 30, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Dec. 31, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Jan. 30, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Dec. 31, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Jan. 30, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Dec. 31, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Jan. 30, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Dec. 31, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Jan. 30, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500	1,852,550	18,525,500	1,132,550	1,132,550	206,000	—	132.9	598,808	286,918	286,918	100	100	
Dec. 31, 1874	173.0	29.4	29.4	43	1,852,550	18,525,500													

[illegible]

Rolling Stock, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Itasca." State-aid Railroads are distinguished by a "13" and running dots (....) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]

Line	Station	Distance	Rate	Time	Notes
1	Albany	100	100	100	
2	Albany	100	100	100	
3	Albany	100	100	100	
4	Albany	100	100	100	
5	Albany	100	100	100	
6	Albany	100	100	100	
7	Albany	100	100	100	
8	Albany	100	100	100	
9	Albany	100	100	100	
10	Albany	100	100	100	
11	Albany	100	100	100	
12	Albany	100	100	100	
13	Albany	100	100	100	
14	Albany	100	100	100	
15	Albany	100	100	100	
16	Albany	100	100	100	
17	Albany	100	100	100	
18	Albany	100	100	100	
19	Albany	100	100	100	
20	Albany	100	100	100	
21	Albany	100	100	100	
22	Albany	100	100	100	
23	Albany	100	100	100	
24	Albany	100	100	100	
25	Albany	100	100	100	
26	Albany	100	100	100	
27	Albany	100	100	100	
28	Albany	100	100	100	
29	Albany	100	100	100	
30	Albany	100	100	100	
31	Albany	100	100	100	
32	Albany	100	100	100	
33	Albany	100	100	100	
34	Albany	100	100	100	
35	Albany	100	100	100	
36	Albany	100	100	100	
37	Albany	100	100	100	
38	Albany	100	100	100	
39	Albany	100	100	100	
40	Albany	100	100	100	
41	Albany	100	100	100	
42	Albany	100	100	100	
43	Albany	100	100	100	
44	Albany	100	100	100	
45	Albany	100	100	100	
46	Albany	100	100	100	
47	Albany	100	100	100	
48	Albany	100	100	100	
49	Albany	100	100	100	
50	Albany	100	100	100	
51	Albany	100	100	100	
52	Albany	100	100	100	
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69	Albany	100	100	100	
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73	Albany	100	100	100	
74	Albany	100	100	100	
75	Albany	100	100	100	
76	Albany	100	100	100	
77	Albany	100	100	100	
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84	Albany	100	100	100	
85	Albany	100	100	100	
86	Albany	100	100	100	
87	Albany	100	100	100	
88	Albany	100	100	100	
89	Albany	100	100	100	
90	Albany	100	100	100	
91	Albany	100	100	100	
92	Albany	100	100	100	
93	Albany	100	100	100	
94	Albany	100	100	100	
95	Albany	100	100	100	
96	Albany	100	100	100	
97	Albany	100	100	100	
98	Albany	100	100	100	
99	Albany	100	100	100	
100	Albany	100	100	100	

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Rate.	Div'ds	Market Price.
			Paid.	
RAILROAD STOCKS:				
Atlantic and Great Western, pref.	10,000,000	7	7	
Atlantic, Mississippi and Ohio, pref.	800,000	7	7	
Atlantic, pref. guar.	276,200	7	7	
Atlantic and Pacific, preferred	10,000,000	7	7	
Atlantic and St. Lawrence, * guar.	3,994,900	4	4	
Baltimore and Ohio, * preferred	3,552,800	6	5	103
Berk-hire, * guaranteed	600,000	7	7	
Blossburg and Corning, * guaranteed	250,000	5	5	
Boston, Concord and Montreal, pref.	800,000	6	6	78
Buffalo, New York and Erie, * guar.	950,000	7	7	
Catawissa, * pref. and guar.	1,159,500	7	7	51
Camden and Amboy, * guaranteed	5,847,800	10	10	121
Camden and Atlantic, preferred	838,469	7	7	109
Cayuga and Susquehanna, * guar.	699,110	9	9	
Cedar Rapids and Missouri River, preferred and * guaranteed	769,600	7	7	
Central of New Jersey, * guar.	20,000,000	10	10	103
Central Ohio, * preferred	411,550	6	6	50
Chemung, * guaranteed	380,000	6	6	
Cheshire, preferred	2,159,500	7	7	59
Chicago and Alton, * preferred	2,425,400	10	10	103
Chicago, Iowa & Nebraska, * guar.	3,916,800	8	105	
Chicago and North-Western, pref.	21,485,653	7	7	49
Cinc. and Cleveland, pref.	429,000	6	6	66
Cleveland and Mahoning, * guar.	2,059,200	7	7	
Cleveland and Pittsburgh, * guar.	11,236,150	7	7	90
Cumberland Valley, 1st preferred	241,900	8	8	
" 2d preferred	243,000	8	8	
Dayton and Michigan, pref. & guar.	922,400	8	8	
Delaware, * guaranteed	2,330,950	6	6	
Detroit and Milwaukee pref. & guar.	1,617,140	6	6	
Dubuque and Sioux City, * guar.	5,000,000	3	62	
Dubuque South-Western, pref.	690,315	8	8	
Eastern (N. H.), * * * guaranteed	492,500	6	19	
Elmira, Jeff. and Canal, * guar.	500,000	5	6	
Elmira & Williamsport, pref. & * guar.	500,000	7	7	80
" com. & * guar.	500,000	5	6	
Erie Railway, preferred	8,536,910	7	7	35
Erie and Pittsburgh, * guar.	2,000,000	7	7	
Evansville and Crawfordsville, pref.	100,000	7	7	
Hannibal and St. Joseph, pref.	2,167,700	7	7	26
Harrisburg and Lancaster, * guar.	1,182,550	7	7	104
Houston, preferred	1,180,000	8	8	98
Huntington & Broad Top Mtn, pref.	190,750	7	7	22
Jeff. Mad. & Indianapolis, * guar.	2,000,000	7	7	
Joliet and Chicago, * guar.	1,500,000	7	7	98
Joliet and Northern Indiana, * guar.	300,000	8	8	
Louisv. Cincinnati and Lex. pref.	6,394,450	8	8	
Louisv. Cincinnati and Lex. pref.	851,000	9	9	
Marietta and Cincinnati, 1st pref.	3,101,350	6	6	9
" 2d pref.	4,434,250	6	6	
Mich. Southern, (Lake Shore) guar.	533,500	10	10	
Mill Creek, * guaranteed	323,375	10	10	
Milwaukee and St. Paul, preferred	12,274,453	7	7	62
Mine Hill, * guaranteed	3,856,450	8	8	109
Montclair, * guaranteed	2,000,000	7	7	
Morris and Essex, * guar.	15,000,000	7	7	102
Nesquehoning Valley, * guar.	2,000,000	10	10	109
Newark and New York, * guar.	1,000,000	7	7	
Newark and Beaver Valley, * guar.	605,000	10	10	
New Jersey, * guaranteed	7,295,200	10	10	121
New London Northern, * guar.	971,400	10	10	105
New York & Harlem, * pref. & guar.	1,500,000	8	8	121
" com. & * guar.	8,500,000	8	8	131
Niagara Br. & Canandaigua, * guar.	1,000,000	6	6	
North Eastern (S. C.), preferred	105,000	8	8	
Northern New Jersey, * guar.	1,000,000	8	8	
Norwich and Worcester, * guar.	2,923,400	10	10	126
Ogdensburg & Lake Champlain, * guar.	3,077,000	7	7	81
Ohio and Mississippi, preferred	2,000,000	8	8	82
Oswego and Syracuse, * guar.	4,030,000	7	7	81
Panama, guaranteed	1,144,400	9	9	
Paterson and Hudson, * guar.	7,000,000	12	12	130
Pemberton and Hightstown, * guar.	630,000	8	8	
Peoria and Bureau Valley, * guar.	342,000	6	6	
Philadelphia and Erie, preferred	1,200,000	8	8	
Phila. Germantown & Norristown, * guar.	2,400,000	12	12	192
Philadelphia and Reading, * pref.	2,231,900	10	10	110
Philadelphia and Trenton, * guar.	1,651,887	10	10	131
Pittsburg, Ft. Wayne & Chic., * guar.	1,259,100	7	7	98
Pittsfield and North Adams, * guar.	22,214,285	5	6	89
Portland, Saco & Portsmouth, * guar.	450,000	10	10	72
Portsmouth & Kennebec Valley, * guar.	1,500,000	10	10	
Rutland, * preferred and guaranteed	557,560	7	7	17
St. Louis, Alton & Terre Haute, * guar.	4,800,000	7	7	22
St. Louis, Jackson & Chic., pf. & * guar.	2,468,400	7	7	
St. Louis, Kansas City & Nor., pref.	1,054,100	7	7	
Schuylkill Valley, * guaranteed	12,000,000	5	5	24
Shamokin V. & Pottsville, * guar.	575,000	6	6	
Toledo, Peoria & Warsaw, 1st pref.	869,450	7	7	
" 2d pref.	1,706,000	7	7	
Toledo, Wabash and Western, pref.	1,000,000	7	7	
Warren, * guaranteed	1,500,000	7	7	102

CANAL STOCKS.				
Delaware Division, * guar.	1,633,350	8	8	
Delaware and Raritan, * guar.	5,847,500	10	10	
Morris preferred st. & * guaranteed	1,175,000	10	10	126
" com. and * guar.	1,686,000	4	4	62
Schuylkill Navigation preferred	2,803,977	6	6	30

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, \$6; Scrap Wrought, \$8 per ton. No Bar Iron to pay a less duty than 35 per cent. ad val.	
Pig, Scotch—Coltness.....per ton 23 50 @ 34 —	
Gartsherrie.....32 50 @ 33 —	
Carnbroe.....— @ —	
Langloan.....— @ —	
Glengarnock.....— @ —	
Eglinton.....— @ —	
Pig, American, No. 1.....25 @ 30 —	
Pig, American, No. 2.....25 @ 25 50	
Pig, American, Forge.....22 @ 23 23	
Bar, Refined, English and American.....20 @ 22 —	
Bar, Swedes, assorted sizes.....(gold).....@ 110 —	
Bar, Swedes, ordinary sizes.....(STORE PRICES).....130 @ 140 —	
Bar, Swedes, Plow sizes— @ —	
Bar, Refined, 1 to 2 in. rd. & sq. 1 to 6— @ —	
inch x 1 to 1 in......80 @ —	
Bar Refined, 1½ to 6 by 1 & 5-16 in......65 @ —	
Bar Refined, 1 & 1½ by 1 & 5-16 in......65 @ —	
Large Rounds, 2½ to 3½ @ 4 in......67 50 @ 75 —	
Scroll.....77 50 @ 122 50	
Ovals and Half-round.....72 50 @ 82 50	
Band, 1 to 6 in. by 3-16 to No. 12.....72 50 @ 77 50	
Horse Shoe.....85 @ 90 —	
Rods, 3 to 16 inch......69 50 @ 110 —	
Hoop, 1 by No. 22 to 1 & 1½ by 13 & 14.....82 50 @ 132 50	
Nail Rod— @ —	
Sheet Russia, as to assortment.....(gold).....12½ @ —	
Sheet, Single, D. and T. Common— @ 4 —	
Sheet, Double and Treble, Charcoal— @ 4 —	
Sheet Galvanized 1st and 2d quality.....List 20 @ 35 p. ct. disc.	
Rails, English.....(gold).....per ton 36 @ 38 —	
Rails, American, at Works in Penna......c'y. 45 @ 50 —	
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val. (Store Prices.)	
English, Cast, (2d and 1st quality).....per lb. — 14½ @ — 17	
English Spring (2d and 1st quality)— 6½ @ — 7	
English Blister (2d and 1st quality)— 9 @ — 14	
English Machinery— 10½ @ — 11	
American Blister— 10½ @ — 11	
American Cast, Tool— @ — 16	
American Cast Spring— @ — 10	
American Machinery— @ — 11	
American German Spring— @ —	
NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.	
10d. to 60d. Com. Fence & Sheath per keg.....3 10 @ 3 25	
8d. and 9d......3 45 @ 3 50	
6d. and 7d......3 70 @ 3 75	
4d. and 5d......3 95 @ 4 —	
3d. and 4d. Light.....4 70 @ 4 75	
2d......5 45 @ 5 50	
Cut Spikes, all sizes.....6 20 @ 6 40	
3½ @ 3 50.....3 45 @ 3 50	
TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 1 to 10 cents per pound.	
Bianca.....(gold) per lb. — 24 @ —	
Straits.....(gold).....— 19½ @ — 20	
English, L. & F......(gold).....— 19½ @ —	
English, Refined.....(gold).....— 19½ @ — 19½	
Plates—Fair to good brands.....Gold.	
I. C. Charcoal.....per box. 7 37½ @ 7 75	
I. C. Coke.....6 50 @ 6 75	
Coke Terne.....6 12½ @ 6 37½	
Charcoal Terne.....7 @ 7 37½	
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude 40 to 48 gravity (in bulk)— 6½ @ —	
Crude 40 to 47 gravity (in shipping order)— 10½ @ — 11	
Refined, Standard White (in ship'g order)— 14½ @ —	
Refined, S. W. (in jobbing lots)— @ — 15½	
Refined, S. W. (in tin)— 18½ @ — 20	
Naptha, Refined (65 to 73 gravity)— @ — 11	
Residuum.....(in shipping order) per gall. — @ — 7	
COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent. ad val.	
Copper, New Sheathing, (over 12 oz.) per lb.— @ — 30	
Copper, Bolts— @ — 31	
Copper, Braziers' (over 16 oz.)— @ — 31	
Copper, Nails— 28 @ — 39	
Copper, Old Sheathing, &c., mixed lots— 19 @ — 21	
Copper, American Ingot Lake— 23½ @ — 23½	
Copper, English Pig— @ —	
Yellow Metal, New Sheathing & bronze— @ — 21	
Yellow Metal, Bolts— @ — 23	
Yellow Metal, Nails, Sheathing & Slatting— @ — 21	
LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.	
Spanish Ordinary.....(gold) per 100 lb. 7 12½ @ —	
German Ordinary.....(gold) 7 12½ @ —	
English.....(gold).....— @ 7 12½	
Foreign Refined.....(gold).....— @ —	
Domestic.....(gold) 5 60 @ 5 75	
COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.	
Liverpool Gas Cannel— @ —	
Liverpool House Cannel— 17 @ —	
Anthracite (by cargo).....per ton of 2,000 lb. 5 25 @ 6 50	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.10.	Tu.12.
Allegheny Val. 7 3-10s.....	92½			92½		92½
7s.....						
Camden & Am. 6s, 1883.....						
6s, 1889.....						
Mort. 6s, 1889.....						
Camden and Atlantic.....						
Preferred.....						
1st mortgage.....						
2d mortgage.....						
Catawissa.....	19					
Preferred.....	45½		45½			
New preferred.....			43			
7s, new.....						
Elmira & Williamsport.....						
Preferred.....	40					
7s.....						
Hunt. & B. Top Mt.....						
Preferred.....				11		
2d mortgage.....						
Lehigh Navigation.....	50½	50½	50	50½	50½	50½
6s, 1877.....				56½		
6s, 1884.....			101½			
Gold Loan.....	104½				104	100½
Railroad Loan.....	102	102	102½			104
Conv. Gold Loan.....	105½	105½				
Lehigh Valley.....	61½	61½	61½	61½	105½	61½
6s, new, coupon.....				61½		61½
6s, new, registered.....	105½					
7s.....						109½
Little Schuylkill.....		50				
7s.....						
Minehill & Sch. Haven.....	54½			54½		
North Pennsylvania.....						
1st mortgage 6s.....						
2d mortgage 7s.....						
Chattel 10s.....						
Gen'l mort. 7s, coup.....						
Northern Central.....		29	28½			
Oil Creek & Alleg. Riv. 10s.....	10½		10½	10½		10½
7s.....						
Pennsylvania R. R.....	50½	50½	50½	50½	50½	50½
1st mortgage.....					104	
Gen'l mortgage.....	101	101½				
Gen'l mort. reg.....						
Penn. State 6s, 2d series.....						105½
Penn. State 6s, 3d series.....					112	
Philadelphia City, 6s.....	105					105½
6s, new.....	108	108½	108½	108½		108
Phila. and Reading.....	56	56½	56½	56½	56½	56½
Debenture bonds.....			81½	81		81
7s, of 1893.....	105½					
7s, new, convertible.....	109	109		109½		
Gen'l mortgage.....	109½					
Gen'l mortgage, reg.....						
Philadelphia and Erie.....	20½	20½	19½	20		20
1st mortgage, 6s.....						
2d mortgage, 7s.....	89½		89	89		
Schuylkill Navigation.....						
Preferred.....			15	14½		14½
6s, 1872.....		94½		95		
6s, 1876.....						
6s, 1882.....						
United Co. of N. Jersey 151.....	132	131½	131½	131½	131½	131½
Hestonville, (Horse) 2s.....	28½	28	27½	28½	28½	28½
Chestnut & Wal. (do.).....						
Green and Coates (do.).....						91½
1st and 3d streets (do.).....	108½					
Bruce and Pine (do.).....	56					
1st and 15th sts. (do.).....						

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
Adams Express.....	101	100	100	99	99	100
Albany and Susq.....	111	111	111	111	111	111
1st mortgage.....	106	106	106	106	106	106
2d mortgage.....	57	57	57	57	57	57
American Express.....	57	57	57	57	57	57
Am. Dock and Imp. 7s.....	6	6	6	6	6	6
Atlantic & Pacific pref. 5 1/2.....	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
Atlantic & Pacific Tel. 18.....	40	40	40	40	40	40
Bost. Hart & Erie 1st.....	101	101	101	101	101	101
Burl. O. R. & Minn. 1st.....	101	101	101	101	101	101
Canton Co.....	101	101	101	101	101	101
Central of N. Jersey.....	101	101	101	101	101	101
1st mortgage, new.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
7s, consolidated.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
7s, convertible.....	91	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
Central Pacific 6s, gold.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
1st Mt. (San Joaquin).....	91	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
1st Mt. (Cal. and Or.).....	91	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
Ches. and Ohio 1st Mt.....	95 1/2	97	96	95	95	95
Chicago and Alton.....	102	102	102	102	102	102
Preferred.....	112	112	112	112	112	112
1st mortgage.....	111	111	111	111	111	111
Sinking Fund.....	111	111	111	111	111	111
Income bonds.....	111	111	111	111	111	111
Chic. Burl. & Quincy.....	111	111	111	111	111	111
7s Consol. 1893.....	116	116	116	116	116	116
Chic. & Milwaukee 1st.....	33 1/2	31 1/2	32	32	32	32 1/2
Chic. Mil. and St. Paul. 34.....	62 1/2	61 1/2	62	61 1/2	62	62
Preferred.....	90	90	90	90	90	90
1st mortgage, 7 3/4-10s.....	90	90	90	90	90	90
7s, gold.....	95	95	95	95	95	95
1st Mt. (La Crosse div.).....	95	95	95	95	95	95
1st Mt. (I. and M. div.).....	95	95	95	95	95	95
1st Mt. (I. and D. div.).....	95	95	95	95	95	95
1st Mt. (H. & D. div.).....	95	95	95	95	95	95
1st Mt. (C. & M. div.).....	95	95	95	95	95	95
Consolidated S. F.....	37	35	35 1/2	35 1/2	34 1/2	34 1/2
Chic. & Northwestern 38 1/2.....	52	47	49 1/2	49 1/2	49 1/2	49 1/2
Preferred.....	100	100	100	100	100	100
1st mortgage.....	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
Sinking Fund.....	87	86 1/2	84	85	85 1/2	85 1/2
Consol. Gold bonds.....	103	102 1/2	102 1/2	103	103	103
Chic. Rock Isl. & Pac. 103 1/2.....	109	108 1/2	109	109	109	109
7s, 1890.....	50	49	49	49 1/2	49 1/2	49 1/2
Clev., Col. C. and Ind. 48.....	88 1/2	89 1/2	90 1/2	90 1/2	90 1/2	90 1/2
1st mortgage.....	102	102	102	102	102	102
Clev. & Pittsburg guar. 90 1/2.....	101	101	101	101	101	101
7s, Consolidated.....	101	101	101	101	101	101
4th mortgage.....	101	101	101	101	101	101
Clev., P. and Ash. 7s.....	101	101	101	101	101	101
7s, new.....	101	101	101	101	101	101
Clev. and Tol. S. F.....	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Col. Chl. & Ind. Cent. 5 1/2.....	42	42	42	42	42	42
1st mortgage.....	45	45	45	45 1/2	45 1/2	45 1/2
2d mortgage.....	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
Consol. Coal of Md.....	45	45	45	45 1/2	45 1/2	45 1/2
Del. & Hudson Canal.....	110	110	110	110	110	110
Reg. 7s, 1891.....	110	110	110	110	110	110
Reg. 7s, 1884.....	110	110	110	110	110	110
7s, 1894.....	110	110	110	110	110	110
Del., Lack. & Western 117 1/2.....	116 1/2	117 1/2	118	118 1/2	118 1/2	118 1/2
2d mortgage 7s.....	116 1/2	117 1/2	118	118 1/2	118 1/2	118 1/2
7s, Convertible.....	116 1/2	117 1/2	118	118 1/2	118 1/2	118 1/2
Det., Mon. & Tol. 1st.....	116 1/2	117 1/2	118	118 1/2	118 1/2	118 1/2
Dt. of Columbia 3-6s.....	65 1/2	66	66 1/2	66 1/2	66 1/2	66 1/2
Erie Railway.....	16 1/2	16 1/2	17 1/2	17 1/2	17 1/2	17 1/2
Preferred.....	35	35	35	35	35	35
1st mortgage.....	100	100	100	100	100	100
2d mortgage.....	100	100	100	100	100	100
3d mortgage.....	100	100	100	100	100	100
4th mortgage.....	100	100	100	100	100	100
5th mortgage.....	100	100	100	100	100	100
Great Western 1st mort.....	15 1/2	16	17 1/2	17 1/2	17 1/2	17 1/2
Hannibal & St. Joseph, 17.....	22	20 1/2	21 1/2	22	20 1/2	20 1/2
Preferred.....	76 1/2	76	76	76 1/2	76	76
8s, Convertible.....	76 1/2	76	76	76 1/2	76	76
Hudson River 2d mort.....	104	104	104	104	104	104
Illinois Central.....	104	104	104	104	104	104
Kansas Pacific.....	53 1/2	52 1/2	53 1/2	53 1/2	53 1/2	53 1/2
Lake Shore & Mich. So. 5 1/2.....	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
Consol. 7s.....	100	100	100	100	100	100
Consol. 7s, reg.....	104	104	104	104	104	104
Lake Shore Div. bonds.....	82	82	82	82	82	82
Long Dock bonds.....	54	54	55 1/2	56	54 1/2	54 1/2
L'ville & Nash. 7s Cons.....	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Michigan Central.....	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
7s, 1902.....	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
8s 1882.....	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
M. S. and N. I. 1st, S.F.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
2d mortgage.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Morris and Essex.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
1st mortgage.....	108	108	108	108	108	108
2d mortgage.....	108	108	108	108	108	108
7s of 1871.....	105	105	105	105	105	105
7s, Convertible.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
7s, Consolidated.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
N.Y. Cent. & Hud. Riv. 102 1/2.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
7s, Sinking fund, 1876.....	103	103	103	103	103	103
6s, Sinking fund, 1882.....	103	103	103	103	103	103
6s, Sinking fund, 1887.....	103	103	103	103	103	103
1st mortgage.....	115	115	115	115	115	115
2d mortgage, reg.....	131	131	131	131	131	131
N. York and Harlem.....	131	131	131	131	131	131
Preferred.....	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
1st mortgage.....	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
1st mortgage, reg.....	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
New Jersey.....	144 1/2	144	145	145	145	145
N.Y. N. Haven & Hart.....	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
North Missouri 1st Mt.....	16 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2
Ohio and Mississippi 16 1/2.....	32	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2
Preferred.....	65	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2
2d mortgage.....	89	89	89	89	89	89
Consolidated 7s.....	90	90	90	90	90	90
Consol. Sinking fund.....	35 1/2	35	36 1/2	36 1/2	36 1/2	36 1/2
1st Mt. (Springfield D.).....	20 1/2	19 1/2	19 1/2	15	16 1/2	16 1/2
Pacific Mail S. S. Co. 35 1/2.....	80	80	80	80	80	80
Pacific R. R. of Mo. 23.....	130	130	130	130	130	130
1st mortgage.....	97 1/2	98	98	98	98	98
Panama.....	16	16	16 1/2	16 1/2	16 1/2	16 1/2
Pitts., Ft. W. & Chi. gtd.....	20	20 1/2	21 1/2	21 1/2	21 1/2	21 1/2
1st mortgage.....	108	108	108	108	108	108
Preferred.....	89	89	89	89	89	89
2d mort. preferred.....	90	90	90	90	90	90
Income bonds.....	100	100	100	100	100	100
St. L., Iron Mt. & S'thn.....	27 1/2	28	24 1/2	24 1/2	25	24 1/2
1st mortgage.....	69	69	69	69	69	69
St. L., Jack. & Chi. 1st.....	61	61	61	61	61	61
St. L. Kan. City & N.....	82	82	82	82	82	82
Preferred.....	49	49	49	49	49	49
Tol. P. & W. Var. 1st E.D.....	58	58	58	58	58	58
1st mort., West. Div.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Tol., Wab. & Western. 6 1/2.....	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
Preferred.....	87 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
1st mortgage.....	44	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2
2d mortgage.....	79 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
7s, Consolidated.....	96	96	96	96	96	96
St. Louis Division.....	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2
Union Pacific.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
1st mortgage.....	98 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
Land Grant 7s.....	87 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
Sinking Fund 8s.....	44	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2
United States Express.....	79 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Warren.....	96	96	96	96	96	96
Wells-Fargo Express.....	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2
Western Pacific bonds.....	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2
Western Union Tel.....	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2
7s.....	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
Atch., Top. and San. Fe.....	69	69	69½	69½	69	69
1st mortgage.....	68	68	68	68	68	68
Land Grant 7s.....	136	136	135½	135½	135½	135½
Income 12s.....	103	103	103	103	103	103
Boston and Albany.....	136	136	135½	135½	135½	135½
7s.....	103	103	103	103	103	103
Boston and Lowell.....	57½	57½	57½	57½	57½	57½
7s.....	103	103	103	103	103	103
Boston and Maine.....	112½	112½	112½	112½	112½	112½
Boston and Providence.....	157	157	157	157	157	157
Boston, Hart. & Erie 7s. 20½.....	20½	20½	19½	20	20	20
Boston Water Power.....	20½	20½	9½	9½	9½	9½
Burl. & Mo. R. in Iowa.....	101	101	101	101	101	101
Land Grant 7s.....	101	101	101	101	101	101
Burl. & Mo. R. in Neb.....	101	101	101	101	101	101
8s, old.....	101	101	101	101	101	101
Carthage and Burl. 8s.....	101	101	101	101	101	101
Cary Improvement.....	101	101	101	101	101	101
Chl., Burl. and Quincy.....	111½	111½	111½	111½	111½	111½
7s.....	104½	104½	104½	104½	104½	104½
Cin., Sand. and Clev.....	9½	9½	8½	8½	8½	8½
Concord.....	101	101	101	101	101	101
Connecticut River.....	101	101	101	101	101	101
Eastern.....	22½	22½	19	19½	19	19
7s, Sinking Fund.....	72½	72½	70	69	69	69
Fitchburg.....	127½	127½	127½	127½	127½	127½
Ind., Cin. & Lafayette.....	54½	54½	55½	55½	54½	54½
Michigan Central.....	56½	54½	55½	55½	54½	54½
Nashua and Lowell.....	56½	54½	55½	55½	54½	54½
Northern, N. H.....	75	75	75	75	75	75
Norwich & Worcester.....	126	126	126	126	126	126
Ogden & Lake Champ.....	31	31	31	31	31	31
Preferred.....	109	109	109	109	109	109
Old Colony.....	109½	109½	109½	108½	108½	108½
7s, 1877.....	109½	109½	109½	108½	108½	108½
Ph., Wil. & Baltimore. 59.....	58½	58½	58½	58½	58½	58½
Port'd, Saco & Ports.....	70	70	70	70	70	70
Ports., Gt. Falls & Con.....	15	15	15	15	15	15
Pullman Palace Car.....	86½	86½	86½	86½	86½	86½
Union Pacific.....	86½	86½	86½	86½	86½	86½
6s.....	102	102	102	102	102	102
Land Grant 7s.....	97½	97½	97½	98½	98½	98½
Sinking Fund 8s.....	88	88	88	87½	88	88
Vermont and Canada.....	97	97	97	98½	98½	98½
Vermont and Mass.....	97	97	97	98½	98½	98½
Worcester and Nashua.....	97	97	97	98½	98½	98½
Cambridge (Horse).....	55	55	55	55	55	55
Metropolitan(").....	55	55	55	55	55	55
7s.....	55	55	55	55	55	55
Middlesex (").....	55	55	55	55	55	55
Central Mining Co.....	31½	31½	31½	31½	31½	31½
Calumet and Hecla.....	160	160	160	160	160	160
Copper Falls.....	160	160	160	160	160	160
Franklin.....	40½	40½	40½	40½	40½	40½
Quincy.....	40½	40½	41	41	41	41

247,500, while enlarging their specie average \$252,600. They report an increase of \$3,332,300 in the loans and discounts and a decrease of \$73,500 in their circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of \$55,280,171, against \$57,302,432 the preceding week; and a coin hoard of \$37,898,420, against \$35,830,992, on the previous return. The City bank exchanges in currency during the week were \$408,246,651, or a daily average of \$67,207,775. The customs revenue of the port, during the week, was \$2,065,000. The City banks reported their average of gold last week at \$6,701,500, and their greenback average at \$60,356,800. Their deposits stood at \$230,156,100. The loan item was \$281,973,600. The circulation was \$17,852,400.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of only \$9,519,325.

The aggregate of the outstanding U. S. currency, of all denominations, October 1, was \$415,274,897. The outstanding amount of legal tender notes is \$373,941,124. The National bank circulation is now \$346,769,853, including \$2,640,000 of national gold bank notes.

The specie shipments from San Francisco, January 1, to Sept. 22, were \$32,215,377, against \$21,195,300 same time in 1874.

On Wednesday of this week the cash balances of the Treasury Department at Washington were: of Currency \$6,500,000; special deposit of legal tenders for the redemption of certificates of deposit, \$61,835,000; Coin, \$70,000,000; Coin certificates \$13,000,000.

The week's import entries of Foreign Merchandise at New York, were \$4,652,546, and included of dry goods \$1,110,692.

The income of the Government from internal revenues in the current fiscal year, commencing with July 1, 1875, has been about 33 millions; and from Customs, 49 millions.

Gold has been quite active but more variable in price, and, toward the close, depressed and lower, under more urgent offerings, chiefly on speculative account. The customs call has been fair, and the export drain light. The extremes of the week have been 115 $\frac{3}{8}$ @117 $\frac{3}{8}$, closing on Wednesday at 116 as against 116 $\frac{3}{4}$, on Wednesday of the preceding week. The specie outflow last week was \$453,900 against \$370,000 the previous week. The imports of specie at this port since Jan. 1, have been \$10,003,488, against \$5,060,989 same time last year. The customs demand for Gold last week averaged \$344,167. Foreign Exchange has been generally in very moderate request and quoted irregular, closing more or less nominal. Bankers' sixty day bills on London closed on Wednesday at \$4 78 $\frac{1}{2}$ @\$4 79; sight bills on London at \$4 83@ \$4 83 $\frac{1}{2}$ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$4,877,407. The week's imports of Dry Goods and general merchandise were to the specie value of \$4,652,546, against \$6,479,189 same week last year.

Government Securities have been fairly active, the demand having been mainly for home investment, but currency prices have ruled lower in sympathy with the decline in Gold. The offerings

of all issues have been very moderate. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation is \$369,791,762.

U. S. sixes of 1881 closed on Wednesday of this week at 123@123 $\frac{1}{2}$; U. S. Five-Twenties of 1864, at 118 $\frac{3}{4}$ @119; U. S. Five-Twenties of 1865 119 $\frac{1}{2}$ @119 $\frac{3}{4}$; U. S. Five-Twenties of 1865, consolidated, 118 $\frac{1}{2}$ @118 $\frac{3}{4}$; U. S. Five-Twenties of 1867, 119 $\frac{5}{8}$ @119 $\frac{7}{8}$; U. S. Five-Twenties of 1868, 120 $\frac{1}{2}$ @120 $\frac{3}{4}$; U. S. Ten-forties at 116 $\frac{3}{4}$ @117; U. S. Fives of 1881, (Funding Loan) 117 $\frac{1}{4}$ @117 $\frac{1}{2}$; Six per cent. currency Sixes, 123 $\frac{1}{2}$ @124.

State and Railway bonds have been in fair request, as a rule, with the more substantial loans quoted generally stronger in price toward the close. And in the line of Railway and Miscellaneous share property, an active movement has been reported, with, however, more than usually wide fluctuations in values, in good part, by speculative manipulations.

General business has been fairly active in the line of domestic produce, especially Breadstuffs, Cotton, Provisions and Tobacco, which closed, as a rule, stronger. Foreign merchandise has been in moderate request and comparatively firm in price. Hardware, Boots and Shoes, and Earthenware, less sought after. Metals have been less freely dealt in, and prices of American Pig Iron and Pig Lead have been quoted lower. Ingot Copper rather dearer. Ezlington Pig Iron quoted here at \$29@30; Glengarnock, \$33; Coltness, \$33; No. 1 American Pig at \$25@26 50; No. 2 do. at \$23@24 50; Forge, \$21@23; English Rails at \$47 50@50, gold; American Rails, at works, \$46@50; Old Rails, \$25@27. Wrought Scrap, \$31 50@33 50. Ocean freights have been quite brisk, stimulated, in part, by a reduction in rates and room on berth and charter for Grain-Cotton and Tobacco shipments more liberal.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Cedar Falls and Minnesota 1st mort., 81 $\frac{1}{2}$; Lehigh and Wilkesbarre 7s, consol., 96; Chesapeake and Ohio 1st mort., coupon on, 29; Canada Southern 1st mortgage, coupon on 45; Delaware and Hudson Canal reg. 7s, 1877, 104; Rome, Watertown and Ogdensburg 7s, consol., 90; Dubuque and Sioux City R. R., 62; New Jersey Southern R. R., 2 $\frac{1}{2}$; Missouri 6s, long bonds, 101 $\frac{1}{2}$; do. 6s, 1876, 101 $\frac{1}{2}$; do. fund bonds, 1894 '5, 102 $\frac{1}{2}$; Tennessee 6s, old, 49 $\frac{1}{2}$; N. Y. State 7s, B. L., reg., 107; Georgia 7s, new, 101; South Carolina 6s, new, April and Oct., 29; do. new, non-fund., 5 $\frac{1}{2}$; North Carolina 6s, special tax, 1st class, 3 $\frac{1}{4}$; Virginia 6s, consol., ex m. c., 64 $\frac{1}{2}$; Arkansas 7s, issued to M., O. and R. R. R. R., 13; Brooklyn 7s, Park Loan, 111; American Coal, 47. The latest quotations are: Pacific Mail, 36 $\frac{1}{2}$ @36 $\frac{3}{4}$; Western Union Telegraph, 74 $\frac{3}{4}$ @74 $\frac{1}{2}$; Atlantic and Pacific Tel., 17@18; Quick-silver Mining, 16@17; do. pref., 20 $\frac{3}{4}$ @23; Mari-rosa Land and Mining, 9 $\frac{1}{4}$ @10; do. pref., 10 $\frac{1}{4}$ @11 $\frac{1}{4}$; Adams Exp., 99 $\frac{1}{2}$ @100 $\frac{1}{2}$; American Exp., 55@57; U. S. Express, 43 $\frac{1}{2}$ @45; Wells-Fargo Express, 78 $\frac{1}{2}$ @79; Chicago and Alton, 93@95 $\frac{1}{2}$; Cleveland and Pittsburgh guar., 89 $\frac{1}{2}$ @90 $\frac{1}{2}$; Chicago and Northwestern, 34 $\frac{1}{2}$ @34 $\frac{3}{4}$; do. pref., 49@49 $\frac{3}{8}$; Chicago Rock Island and Pacific,

102 $\frac{3}{4}$ @103; Chicago, Milwaukee and St. Paul, 32@33 $\frac{1}{2}$; do. pref., 61 $\frac{1}{2}$ @62; Cleveland, Columbus, Cincinnati and Indianapolis, 48 $\frac{1}{2}$ @50; Columbus, Chicago and Indiana Central, 3 $\frac{1}{4}$ @4; Delaware, Lackawanna and Western, 118 $\frac{1}{4}$ @118 $\frac{1}{2}$; Erie, 16 $\frac{3}{4}$ @16 $\frac{3}{4}$; Hannibal and St. Joseph, 17@17 $\frac{1}{4}$; do., pref., 20 $\frac{1}{2}$ @21 $\frac{1}{2}$; Lake Shore and Michigan Southern, 53 $\frac{1}{4}$ @53 $\frac{3}{8}$; Michigan Central, 54 $\frac{3}{4}$ @55 $\frac{1}{2}$; New York and Harlem, 130@131 $\frac{1}{2}$; N. Y. Central and Hudson River, 102 $\frac{1}{2}$ @102 $\frac{3}{4}$; Central of New Jersey, 102 $\frac{3}{4}$ @103 $\frac{1}{4}$; Ohio and Miss., 15 $\frac{3}{8}$ @15 $\frac{3}{8}$; Panama 127@128; Toledo, Wabash and Western, 5 $\frac{5}{8}$ @5 $\frac{7}{8}$; Pacific R. R. of Missouri, 16 $\frac{3}{8}$ @16 $\frac{1}{2}$; Union Pacific, 66 $\frac{1}{2}$ @67; do. 1st mort., 102 $\frac{1}{2}$ @102 $\frac{3}{4}$; do. 7s, land grant, 98 $\frac{1}{2}$ @98 $\frac{1}{2}$; do. sinking fund 8s, 88 $\frac{1}{2}$ @88 $\frac{1}{2}$; Central Pacific 6s, gold, 106 $\frac{1}{2}$ @106 $\frac{1}{2}$.

Boston.—Eastern (N. H.) R., R., 19 $\frac{1}{2}$; Manchester and Lawrence R. R., 130; Boston, Clinton and Fitchburg R. R., 69 $\frac{3}{4}$; New York and New England R. R., 19 $\frac{1}{2}$; Connecticut and Passumpsic Rivers R. R. pref., 43; Chicago, Iowa and Nebraska R. R., 105; Summit Branch, 36 $\frac{1}{4}$; Cincinnati, Sandusky and Cleveland 7s, 1890, 76; Eastern R. R. 7s, 1883, 69; do. 7s, 1887, 70; Old Colony R. R. 6s, 102 $\frac{3}{4}$; Boston and Maine R. R. 7s, 111 $\frac{1}{2}$; Michigan Central (Air Line) 8s, 1890, 100; Cheshire 6s, 1880, 99 $\frac{3}{4}$; Mansfield and Framingham 1st mort. 8s, 1885, 93 $\frac{3}{4}$; Vermont Central 8s, 1891, guar., 58; do. 2d mort., 4; Portsmouth, Gt. Falls and Conway R. R. 7s, 1892, 57; Winthrop Horse R. R., 9 $\frac{1}{2}$; do. 7s, 1884, 60; Detroit and Bay City R. R. 8s, guar., 90; Rutland R. R. scrip No. 6, 41; do. No. 7, 40 $\frac{1}{2}$; New Hampshire 6s, 104 $\frac{3}{4}$; Charlestown 6s, 1889, 104 $\frac{3}{4}$; St. Louis, 6s, 99 $\frac{3}{8}$; Cincinnati 7 3 10s, 1902, 102 $\frac{1}{2}$; Portland 6s, 1907, 101; do. 1895, 102 $\frac{1}{2}$; Bangor 6s, W. L., 102; Providence 5s, 1900, gold, 103 $\frac{3}{8}$; Cook Co., Ills., 7s, 103 $\frac{1}{2}$; do. 1880, 101 $\frac{1}{2}$; Ridge Mining Co., 6 $\frac{1}{2}$.

Philadelphia.—Hestonville R. R. 6s, 93; West Jersey R. R. 7s, 103; Huntingdon and Broad Top R. R. 1st mort., 104; Pittsburg, Cin. and St. Louis 7s, 74 $\frac{1}{2}$; Pennsylvania and New York 7s, 107 $\frac{1}{2}$; Schuylkill Nav. 7s, B. L., 95; Jettison R. R. 1st mort., 100; do. 2d mort., 100; Lehigh Valley 6s, consol., 99 $\frac{1}{4}$; Pennsylvania Canal 6s, 70; Allegheny Valley Income bonds, 51; Philadelphia and Reading C. and I 6s, 91 $\frac{1}{2}$; Northern Pacific 7-30s, 16 $\frac{3}{4}$; Fifth and Sixth Streets R. R., 60; Westchester and Philadelphia R. R., 57; East Pennsylvania R. R., 40; Oil Creek and Allegheny River Railway, 10 $\frac{1}{4}$; Germantown Passenger R. R., 55 $\frac{1}{2}$. The latest quotations are: City 6s, 105 $\frac{3}{8}$ @105 $\frac{3}{8}$; do. free of tax, 108@108 $\frac{1}{2}$; Pennsylvania State 6s, 2d series, 105 $\frac{1}{2}$ @105 $\frac{3}{4}$; do. 3d series, 111@112 $\frac{1}{2}$; Philadelphia and Reading, 55 $\frac{1}{2}$ @55 $\frac{3}{8}$; do. Gen'l mort. 7s, coup., 108@109 $\frac{1}{2}$; do. reg., 108@109 $\frac{1}{2}$; do. mort. 6s, 1880, 101 $\frac{1}{2}$ @—; do. 7s, new conv., 109@109 $\frac{1}{4}$; do. 7s, 1893, 105 $\frac{1}{2}$ @107; United New Jersey R. R. and Canal Co., 131 $\frac{1}{2}$ @132; Camden and Ambboy mort. 6s, 1889, 105 $\frac{1}{2}$ @—; Pennsylvania R. R., 50 $\frac{1}{2}$ @50 $\frac{3}{8}$; do. 1st mort., 103 $\frac{3}{4}$ @104; do. general mort. coupon, 101@101 $\frac{1}{2}$; do. reg., 101@101 $\frac{1}{2}$; Little Schuylkill R. R., 51 $\frac{1}{2}$ @52; Morris Canal, 52@52 $\frac{1}{2}$; do. pref., 127@—; do. 6s, 99@—; Susq. Canal, 7@—; do. 6s, 75@80; Schuylkill Nav., 7 $\frac{3}{8}$ @—; do. pref., 14 $\frac{3}{8}$ @15; do. 6s, 1882, 81 $\frac{1}{2}$ @82; do. 1872, 94 $\frac{3}{4}$ @95 $\frac{1}{4}$;

Elmira and Williamsport pref., 39@40; do. 7s, 103¼@105; do. 5s, 60@61; Lehigh Coal and Navigation, 50½@50¼; do. 6s, 1884, 100¼@101; do. R. R. Loan, 102@102½; do. Gold Loan, 103¼@104; North Pennsylvania, 53@53½; do. 6s, 104¼@104¼; do. 7s, 108@—; do. Chatte 10s, —@—; do. Gen'l mort. 7s, 104@104½; Philadelphia and Erie, 197¼@20; do. 6s, 97@99; do. 7s, 89@89½; Minehill, 54@54½; Catawissa, 18½@18¾; do. pref., 44½@46; do. new pref., 43@44; do. 7s, 1900, 104¼@—; Lehigh Valley, 61½@61¾; do. 6s, new coupon, 103¼@—; do. reg., 105@106; do. 7s, 109½@110; do. 6s, consol. mort., 99@99½; Fifth and Sixth streets (horse), 59@60; Second and Third, 77@77½; Thirteenth and Fifteenth, 33½@34; Spruce and Pine, 31@33; Green and Coates, 55½@56½; Chestnut and Walnut, 91½@92;

Hestonville, 28¼@28¾; Germantown, 55¾@56.

Baltimore.—Baltimore 6s, 1875, 105½; do. 1802, 105; do. Park Imp. 6s, 105; Maryland Defense 6s, 109½; Virginia Black scrip, 18½; Cincinnati 7-30s, 104½; Atlantic Coal, 2.50; Santa Clara, 5. The latest quotations are: Wilmington and Weldon 7s, 96@100; Wilmington, Columbia and Augusta 7s, 50@60; Richmond and Danville 1st mort., 72@74; Pittsburg and Connelville 7s, 1898, 99¼@100; Baltimore and Ohio, 178@180; do. 6s, 1880, 104@106; do., 1885, 103@106; Washington Branch, 125@150; Northern Central, 28@28¾; do. 6s, 1877, 100@105; do. 6s, 1885, 100@101½; do. 6s, 1900, 94@97; do. 6s, 1900, gold, 96¾@97; N. W. Va. 3d mort. 1885, 100@105; Marietta and Cincinnati 1st mort. 7s, 1892, 106@106¾; do. 2d mort. 7s, 98¾@99; do., 3d mort. 8s, 79@79½; Central Ohio, 41½@42; do. 1st mort., 98½@99; Western Maryland, 6@7; do. 1st mort. 6s, 1890, 86@90; do. 1st mort. guar., 103@106; do. 2d mort. guar., 103@106; do. 3d mort. guar., 103@106; do. 2d mort. pref., 89@91; do. 2d mort., guar. by Washington Co., 95½@100; Virginia and Tennessee 2d mort. 6s, 72@75; do. 3d mort. 8s, 74@77; Orange and Alexandria 1st mort. 6s, 84@89; do. 2d mort. 6s, 71@77; do. 3d mort. 8s, 69@72; do. 4th mort. 8s, 56@57½; Orange, Alex. and Manassas 7s, 79@79½; Baltimore 6s, 1875, 103@105; do. 1884, 105@106; do. 1886, 105½@105¾; do. 1890, 105½@105¾; do. 1900, 105@105¼; do. 1902, 105½@106; do. 6s, exempt, 108@110; do. 5s, 85@95; Memphis City 6s, 38@38; Maryland Defense 6s, 1883, 109¼@111; do. 6s, 1890, 104½@108; do. 6s, exempt, 109½@110¾; do. 5s, 88@95; Virginia coupon 6s, old, 41@44; do. new, 41@44; do. consol. 6s, 64@64¼; Virginia coupons, 89@90; West Virginia def. certif., 9@9¼; City Passenger R. R., 27½@28½; George's Creek Coal, 130@145; Atlantic Coal, 2.45@2.50; Am. Gas Coal, 20@30; Santa Clara Mining Co., 6½@7; Canton Co., 45@50.

The Boston Journal says that the Wason Car Manufacturing Company, of Springfield, Mass., will increase their present force of upward of 100 workmen to about 300 November 1, when they will commence work on their contract for building 12 new passenger cars for the New York, New Haven and Hartford Railroad. They have hopes of receiving subsequent orders enough to work a force of 450 workmen during the winter.

Dt. of Col. 3-65 Bonds.

The Board of Audit of the District of Columbia, which consists of the first and second controllers of the United States treasury, have discontinued the issue of 3-65 District bonds, but do not concede that they have no authority to issue these bonds in excess of ten millions. There have already been issued about twelve millions. A question has arisen whether the law authorizing the completion of unfinished contracts when the District commissioner succeeded the board of public works contemplated additional work on what is termed extensions of the old contracts. Pending a statement on the subject by the commissioner the board of audit has decided to discontinue the issue of the bonds.

The Philadelphia Scale and Testing Machine Works.

Notwithstanding the stoppage of railroad progress and the shutting down of so many iron works during the past year (which are the staple customers of the scale makers), the Messrs. Riehle Bros., proprietors of "The Philadelphia Scale and Testing Machine Works," have built and removed to new works on 9th st., above Master-Phila., where they have considerably increased their facilities for the manufacture of their patent scales and testing machines. We admire the "pluck" and enterprise of these gentlemen against such strong opposition.

Judge Bond, of the United States Circuit Court, at Richmond, has appointed Henry Tyson, of Baltimore, Receiver of the Chesapeake and Ohio Railroad, under the application of the creditors, for foreclosure of the first mortgage. Gen. W. C. Wykham, Vice President has issued an order to all the agents of the road, in conformity with the appointment.

The York, Penn., Daily says the Peachbottom railway company has closed a contract with Messrs. Waterman & Beaver of Danville, Pa., for some four hundred tons of rails for the extension of their road, at forty eight dollars per ton, delivered in York.

Notice to Contractors.

THE COMPLETION OF THE FOURTH AVENUE Improvement gives us a large and valuable surplus of Stock, Machinery and Tools, which we propose to sell in the next twenty days at Panic Prices.

THE LIST INCLUDES:

Sixty Large Work Horses,
Sixty Broad Tire Dirt Carts,
Sixty Setts Cart Harness,
Twenty Setts Double Work Harness,
Fifteen Stone & Earth Wagons,
One City Furniture Truck,
One Hundred Side Dump Dirt Cars of three feet two inches gauge,
Five Burleigh Rock Drills,
Six full setts Blacksmith Tools,
Steam Boilers from six to sixteen Horse Power,
One Number Four Centrifugal Pump and Engine,
One Ryder Engine, eight Horse Power,
One Deck Hoisting Engine, with two seven and a half inch Cylinders,
One Number Four Clayton's Air Compressor,
Twenty Derricks full rigged with either Hand, Horse or Steam Power,
Two Tons, four and a half inch, by a half inch, Railroad Spikes,
And a large variety of miscellaneous smaller tools, common to Railroad Work.

DILLON, CLYDE & CO.,
68 East 49th Street, New York.

Brown, Brothers & Co.,

No. 59 WALL ST., N. Y.

Issue, against cash deposited, or satisfactory guarantee of repayment, Circular Credits for Travelers, in dollars for use in the United States and adjacent countries, and in pounds sterling for use in any part of the world.

THEY ALSO ISSUE COMMERCIAL CREDITS, MAKE CABLE TRANSFERS OF MONEY BETWEEN THIS COUNTRY AND ENGLAND, AND DRAW BILLS OF EXCHANGE ON GREAT BRITAIN AND IRELAND.

Hatch & Foote, BANKERS,

No. 12 Wall Street, N. Y.

BUY AND SELL GOVERNMENTS AND GOLD AT MARKET RATES.

EXECUTE ORDERS AT STOCK EXCHANGE. INTEREST ALLOWED ON DEPOSITS.

INVENTORS. If you want a Patent, send us a model or sketch and a full description of your invention. We will make an examination at the Patent Office, and if we think it patentable, will send you papers and advice, and prosecute your case. Our fee will be in ordinary cases, \$25. Advice free. Address LOUIS BAGGER & CO., Washington, D. C. Send Postal Card for our "GUIDE FOR OBTAINING PATENTS," a book of 50 pages.

West Wisconsin Railway.

THE COMMITTEE APPOINTED AT THE General meeting of the first mortgage seven per cent land grant bondholders, held at Cannon Street Hotel, London, on the 15th of September, give notice that a circular by the committee, explanatory of the position of the company's affairs and the course the committee recommend, may be obtained on application at the offices of Messrs. Naylor, Benzon & Co., No. 34 Old Broad street, London, E. C., or Messrs. Naylor & Co., 99 and 101 John street, New York, or it will be sent by post to such bondholders as furnish them with their addresses. By order of the committee.

J. F. TAFE.

Offices of Messrs. Naylor, Benzon & Co., 34 Old Broad street, London, E. C.; Messrs. Naylor & Co., 99 and 101 John street, New York.

PHILADELPHIA AND READING RAILROAD COMPANY,
OFFICE No. 227 SOUTH 4TH ST.,
PHILADELPHIA, Sept. 29, 1875.

DIVIDEND NOTICE.

THE TRANSFER BOOKS OF THIS COMPANY will be closed on TUESDAY, Oct. 5, and reopened on MONDAY, Oct. 18, 1875. A quarterly dividend of Two and a Half Per Cent. has been declared on the preferred and common stock, clear of all taxes, payable in cash on and after the 29th of October next to the holders thereof as they shall stand registered on the books of the company at the close of business on the 5th of October.

All dividends payable at this office, where blank powers of attorney can be obtained.

Stockholders from A to L will collect at Desk No. 1, and those from M to Z at Desk No. 2.

S. BRADFORD, Treasurer.

CENTRAL RAILROAD COMPANY OF NEW JERSEY,
119 LIBERTY STREET,
New York, Sept. 24, 1875.

A QUARTERLY DIVIDEND OF TWO AND A HALF PER CENT. is declared, payable on and after WEDNESDAY, October 20th.

The transfer books will be closed from THURSDAY, the 30th inst., to SATURDAY, the 23d prox.

SAMUEL KNOX, Treasurer.

A tremendous steam hammer, capable of beating up a mass of steel weighing 100 tons, is to be constructed for Krupp's works at Essen in Prussia. It is to cost one million dollars, and will be the largest in the world.

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
Sept. 30, '74	m. 9.50	No. 122	No. 43	Albany.....N.Y.	201,244	200,000	\$0,000	\$	110,953	35,070	P. c.	\$	\$	\$
Sept. 30, '74	1.04			Albany st. Freight (B'ton). Mass.	49,238	75,000			5,238	4,138	64	100	100	
Sept. 30, '74	25.00	469	87	Atlantic Avenue (Bklyn). N.Y.	762,670	680,000	655,000	14,407	295,046	63,201		100	100	
Sept. 30, '74	11.83	367	55	Avenue C (N.Y. City). N.Y.	1,600,000	500,000	900,000	200,000	297,301	49,702		100	100	
Sept. 30, '74	9.25	707	103	Baltimore City (Balt.). Md.	1,000,000	1,000,000					3	25	25	27 1/2
Sept. 30, '74	24.00	432	60	Bleek. st. & F.F. (N.Y.C.). N.Y.	1,801,674	900,000	694,000	51,540	259,640	46,457		100	100	
Sept. 30, '74	5.82			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,478	6.8	100	100	
Sept. 30, '74	13.87	297	58	Broadway (Brooklyn). N.Y.	469,284	200,000	200,000	47,531	311,548	32,599	12	100	100	
Sept. 30, '74	16.25	1,200	148	B'way & 7th Av. (N.Y.C.). N.Y.	3,900,100	2,100,000	1,500,000	230,000	980,392	297,962	6	100	100	
Sept. 30, '74	7.55	4	32	Brooklyn, Bath & Coney I. N.Y.	245,048	180,000	80,000		56,957	24,616	10	100	100	
Sept. 30, '74	81.50	2091	429	Brooklyn City.....N.Y.	2,430,000	2,000,000	300,000	70,000	1,514,444	313,016	14	10	10	
Sept. 30, '74	18.50	264	74	Brooklyn City & Newtown. N.Y.	513,273	300,000	400,000	32,353	197,186	66,122		100	100	
Sept. 30, '74	19.83	301	64	Brooklyn, Cross-Town.....N.Y.	717,872	395,000	300,000	2,300	174,928	32,566		100	100	
Sept. 30, '74	10.50	402	80	Buffalo East Side.....N.Y.	166,389	28,000		139,323	132,551	103,572		100	100	
Sept. 30, '74	17.62	339	92	Buffalo street.....N.Y.	628,252	100,000	431,000	147,403	287,537	107,922	10	100	100	
Sept. 30, '74	11.00	157	31	Bushwick (Brooklyn). N.Y.	400,550	392,000	102,000	2,065	77,023	6,919		100	100	
Sept. 30, '74	29.31			Cambridge (Boston). Mass.	800,500	800,500	150,000		75,045	75,045	9	100	100	105 1/2
Sept. 30, '74	9.11	1026	142	Can. P. & E.R. (N.Y.C.). N.Y.	2,011,292	1,676,700	1,200,000	11,111	731,709	103,128	4	100	100	
Oct. 31, '74	9.00	350	48	Citizens' (Phila.). Pa.	232,476	192,750			363,451	103,068	44	50	19 1/2	
Oct. 31, '74	9.07	212	36	Citizens' (Pittsburg). Pa.	179,870	184,000	50,000	4,000	192,301	38,976	21 1/2	50	46	
Sept. 30, '74	15.03	240	24	Coney Island & Brooklyn. N.Y.	716,759	500,000	307,000	37,845	225,020	71,312		100	100	
Sept. 30, '74	11.25	1010	134	Dry Dock, E.B. & B. (N.Y.C.). N.Y.	1,125,403	1,200,000	915,500		901,750	200,595	8	100	100	
Oct. 31, '74	1.65	10	3	Easton and St. Easton.....Pa.	29,562	29,562			8,000	1,801	7	25	25	
Sept. 30, '74	10.00	1108	132	Eight Avenue (N.Y. City). N.Y.	1,782,903	1,000,000	203,000	95,000	822,459	135,940	12	100	100	
Oct. 31, '74	7.75	61	24	Empire (Philadelphia). Pa.	106,000	200,000			139,836	12,460	50			
Oct. 31, '74	9.07	212	36	Federal St. & Pl. Val. (Pbg.). Pa.	149,311	77,925	75,000		48,209	9,719	25	25		
Sept. 30, '74	10.26	540	72	Gr'd st. & Gr'd st. F. (N.Y.C.). N.Y.	1,054,679	745,000	236,000	51,111	346,778	48,224	9	100	100	
Oct. 31, '74	17.37	401	58	Frankford & Southwark (Ph.). Pa.	851,309	500,000	300,000		422,918	92,311	10	50	50	60 1/2
Sept. 30, '74	4.00	26	6	Genesee & Water St. (Syr.). N.Y.	67,970	42,500	19,000		24,538	7,931		100	100	
Oct. 31, '74	34.09	367	63	Germantown (Phila.). Pa.	601,719	309,556	350,000		406,111	98,312	6	50	31	55 1/2
Sept. 30, '74	8.00	200	40	Gr'd st. & Newtown (Bk'n). N.Y.	314,968	170,000	90,000	19,492	91,891	10,159		100	100	
Sept. 30, '74	8.00	200	40	Gr'd St. Prosp. Pk. & Flatb. N.Y.	455,716	200,000	200,000	90,861	143,338	53,834		100	100	
Oct. 31, '74	7.25	200	40	Green and Coates st. (Phila.). Pa.	256,701	150,000	100,000		179,333	79,313	4	50	50	55 1/2
Sept. 30, '74	11.95	171	24	Harl. Br. Morr. & F'dham. N.Y.	297,190	299,100	133,000			20,778		100	100	
Sept. 30, '74	11.68	398	60	Hous. W. st. & Pavonia Fy. N.Y.	700,000	238,750	478,500					100	100	
Oct. 31, '74	11.34	381	63	Heat, Mant. & F'mount (Ph.). Pa.	402,379	300,000	100,000	4,817	307,331	83,911	10	50	50	10 1/2
Sept. 30, '74	6.50	292	53	Highland (Boston). Mass.	432,087	200,000	74,000	238,217	195,067	33,056	9	100	100	28 1/2
Sept. 30, '74	10.50	120	32	Jamaica, Woodh'n & Bklyn. N.Y.	100,000	100,000			25,493	278		100	100	
Sept. 30, '74	3.86	33	9	Kingston and Rondout.....N.Y.	91,707	75,000		6,000	21,755	1,039		100	100	
Oct. 31, '74	5.32	123	21	Lombard and South st. (Ph.). Pa.	179,816	150,000	60,000		101,310	39,412	10	25	12 1/2	
Sept. 30, '74	4.87	48	12	Lowell Horse.....Mass.	97,309	93,100		4,500	29,317	243		100	100	
Sept. 30, '74	12.62	241	37	Lynn and Boston.....Mass.	291,296	200,000	35,500	57,609	168,905	14,317		100	100	
Sept. 30, '74	9.46	64	15	Medford & Charleest. (B'tn). Mass.	33,414	21,000			800	780	3	100	100	
Sept. 30, '74	5.30	54	15	Merrimack Valley.....Mass.	80,390	50,000			36,063	2,571		100	100	
Sept. 30, '74	49.24	1396	236	Metropolitan (Boston). Mass.	2,621,613	1,500,000	187,000	884,196	1,093,888	150,802	8 1/2	100	100	55 1/2
Sept. 30, '74	15.97	312	63	Middlesex (Boston). Mass.	684,881	400,000	226,000	235,518	252,795	63,293		100	100	78 1/2
Sept. 30, '74	3.82	33	9	New Bedford & Fairhaven. Mass.	80,830	50,000		29,230	24,198	1,973		100	100	
Sept. 30, '74	6.37	32	7	Newburyport & Amesbury. Mass.	46,854	37,250		9,754	1,351	686		100	100	
Sept. 30, '74	4.00	2	16	New York Elevated.....N.Y.	1,500,000	798,300		108,321	81,047	2,072		100	100	
Sept. 30, '74	7.50	47	9	New Wausburg & Flatbush. N.Y.	600,000	300,000	300,000	9,297	74,480	10,010		100	100	
Sept. 30, '74	6.10	240	30	Ninth Avenue (N.Y. City). N.Y.	999,422	797,320	207,000	19,708	104,794	10,422		100	100	
Sept. 30, '74	3.20	13	3	Northampton.....Mass.	50,125	50,000		7,958	6,812	Loss		100	100	
Sept. 30, '74	11.24	154	36	North 2d St. & Middle Vil. N.Y.	223,183	134,000	25,000	66,967	81,289	2,074		100	100	
Sept. 30, '74	2.69	8	3	North Woburn (Boston). Mass.	32,622	21,000	8,000	500	5,125	191		100	100	
Dec. 31, '74	11.71	212	46	Orange and Newark.....N.J.	1,041,157	290,300	700,000	28,000	214,267	11,888		100	100	
Sept. 30, '74	14.40	160	40	Park Avenue (Brooklyn). N.Y.	398,191	200,000	200,000	113,373	118,962	30,754		100	100	
Oct. 31, '74	21.26	613	112	Philadelphia City (C. & W.). Pa.	789,136	475,000	200,000	74,136	143,738	110,908	22 1/2	50	23 1/2	98 1/2
Oct. 31, '74	6.13	17	17	Philadelphia and Darby.....Pa.	321,055	200,000	100,000		24,000	8	20	20		
Oct. 31, '74	12.87	144	22	Philadelphia & Gray's Ferry. Pa.	299,127	290,200	6,500	22,600	126,327	29,715	10	50	25	33 1/2
Oct. 31, '74	8.75	128	40	Pbg., Allegheny & Manchest. Pa.	278,091	300,000	100,000		165,336	43,491	6	50	50	
Oct. 31, '74	6.50	114	20	Pittsburg and Birmingham. Pa.	143,437	150,000	18,600	26,984	73,813	5,465		100	100	
Oct. 31, '74	10.00	132	22	Pbg., Oakland & E. Liberty. Pa.	167,290	150,000	45,000	25,537	49,790			50	50	
Sept. 30, '74	5.00	62	12	Poughkeepsie City.....N.Y.	131,581	76,705	27,000	39,390	67,411	40,586		100	100	
Oct. 31, '74	13.70	280	44	Ridge Avenue (Ph.). Pa.	418,510	420,000	58,400		248,262	45,415	6	50	28	
Sept. 30, '74	13.50	131	29	Rochester and Brighton.....N.Y.	226,391	105,000	100,000	28,000				100	100	
Sept. 30, '74	7.73	62	23	Salem street.....Mass.	207,197	150,000	35,900	1,800	150	138		100	100	
Oct. 31, '74	4.02	47	13	Schuylkill River (Phila.). Pa.	47,463	50,000					10	50	50	
Sept. 30, '74	21.00	1043	142	Second Avenue (N.Y. City). N.Y.	2,590,917	1,199,500	1,317,000	74,464	705,673	127,561	8	50	50	
Oct. 31, '74	4.50	600	116	2d and 3d street (Phila.). Pa.	814,250	671,576	109,300		582,027	254,881	17 1/2	50	31 1/2	78 1/2
Oct. 31, '74	7.50	294	38	17th and 19th street (Phila.). Pa.	204,974	160,000	55,000	6,597	241,651	70,160	12 1/2	50	16	
Sept. 30, '74	8.37	946	112	Sixth Avenue (N.Y. City). N.Y.	2,257,199	750,000	415,000	780,000	780,440	112,403	10	100	100	
Sept. 30, '74	4.03	340	60	Somerville horse (Boston). Mass.	98,000	98,000			5,880	5,880	6	100	100	

Central Pacific Railroad.

From the movements going on among railroad surveyors between here and Shasta, it is evident that work will be commenced next spring, if not sooner, to extend the road above Reading toward a speedy completion to Klamath lake, there to form a junction with the proposed Portland and Winnemucca road. The object of the Central Pacific Railroad Company desiring to hurry up the building of this road via Klamath lake is not so much for the Oregon or Northern California business as to get a good winter route eastward, since they have so much difficulty in getting over the Sierra Nevada mountains in winter via Wadsworth and Reno in Nevada. The railroad company is now obliged to employ not less than 1000 men every winter, in addition to building snow sheds, to get over the mountains by the Nevada route, while over the Winnemucca route the snow is never deep enough to prevent an easy clearing by the regular trains, and no need of snow sheds or men to shovel off the track. The easiest route yet discovered by the surveyors is to build on the established line passing along the east side of this town, and across Shasta river near the Little Shasta bridge, to Bell's ferry on the Klamath, thence following Klamath river to Big Klamath Lake, where a junction will be formed with the Winnemucca road, so as to form a connection for both northward and eastward communication. All the winter and fast summer travel will thus come through this county from the East, thereby saving the difficulty and loss of time in working over the high grades of the Sierra Nevadas, which are still more difficult in winter. The Sierra Nevadas run down to a level plain just below the northeastern corner of California, and we doubt whether snow has ever fallen over two feet deep on the route proposed, and hardly ever over eight inches. Should this road be built, as the prospects indicate, Siskiyou county will again resume its old time prosperity, and the lake section be built up at the junction, which country will also be a great market for our products, this being the nearest agricultural section, and make Klamath river in this county the nearest point for railroad connection with Rogue river valley in Southern Oregon, while Yreka will certainly be the nearest practical point for all the Scott valley, Salmon river, Scott river and Klamath river business.—*Yreka Journal*, Sept. 29.

Roseburg and Port Oxford Railroad.

The Roseburg and Port Oxford Railroad Company, of which Aaron Rose is President, and L. F. Mosher, Secretary, whose office is in Roseburg, Oregon, has received from the Secretary of the Interior the information that their application for the benefit of the Act of March 3, 1875, was received and approved. Under this act the company is granted the right of way through the public lands of the United States to the extent of 100 feet on either side of the central line of their road; also, the right to take from the public lands adjacent to the same, material, earth, stone and timber necessary for its construction; also, ground for station buildings, etc., not to exceed twenty acres for each station of every ten miles. We learn that the company intend to put an engineer at work at once to locate the line and make the estimates.

The Norfolk Virginian says that the demand for cars on the Seaboard road for the transportation of cotton is now unprecedented, continuous trains during the day and night requiring to be moved and sent forward.

The New York, New Haven and Hartford Railroad is now out of debt except for current expenses, the Treasurer having recently paid the last \$1,000,000 of the 1855 bonds.

Erie Railway.

On the 8th inst. Judge Donohue granted an order sanctioning the conclusions reached by English stock and bondholders of the Erie Railway sent over to confer with Receiver Jewett. These conclusions are that the bondholders whose interest is in arrears should have a voice in the expenditure of net earnings, and that foreign stock and bondholders should have some representation in the Board of Directors, and that the receivership should be terminated as soon as possible. The court authorized the receiver to take such measures on this basis as he deems advisable.

In the Equity Court at Washington, on the 5th inst., Judge Olin delivered the opinion of the court in the case of the Washington City and Point Lookout Railroad Company and others against the Southern Maryland Railroad Company, dismissing the application for an injunction, discharging the receiver appointed under a decree made by Judge Wylie on the 23d day of August last, and ordering the receiver to exhibit to the court a bill of expenses incurred by him in the discharge of his duties under said decree, and that the receiver forthwith turn over to the officers of the Southern Maryland Railroad Company all the books, papers and other property of the said company in his possession.

The annual meeting of the stockholders of the Portsmouth and Concord Railroad was held in Manchester, N. H., on the 7th inst., Stephen Kendrick presiding. The road is in a flourishing condition; 1,048 shares were represented, and the following directors were elected unanimously; Stephen Kendrick of Franklin, Samuel N. Bell of Manchester, Samuel P. Dow of Epping, Benjamin F. Martin of Manchester, Joseph B. Walker of Concord, Nathan Parker of Manchester and John J. Pickering of Portsmouth. At a subsequent meeting of the directors, Hon. Stephen Kendrick was re-elected President and William H. Hackett of Portsmouth Clerk.

By the middle of next month trains will run on the Levis and Quebec Railway to St. Mary, a distance of thirty miles from Quebec, and before winter commences, to St. Joseph, a distance of forty-five miles.

The directors of the Canada Southern Railway have decided to complete the road as far as Butler, Indiana, this season. The grading and bridging of these thirty-eight miles are already done.

Notice to Contractors.

SEALED PROPOSALS WILL BE RECEIVED by the undersigned, at Waverly Ohio, until 12 o'clock noon, of **THURSDAY, OCTOBER 21st**, for the construction of the Springfield, Jackson and Pomeroy Railroad, from Springfield, in Clarke county, to Jackson, in Jackson county, Ohio.

Bids will be received on the entire construction of the road, as embraced in the following divisions, viz: Graduation and masonry, bridge superstructure, cross-ties, iron, track laying and ballasting.

Profiles, specifications, etc., can be seen and general information given, at the Chief Engineer's Office, in Waverly, Pike county, Ohio.

The Company reserves the right to reject any or all the bids, or any portions thereof.

JAMES EMMITT, President.
W. C. AGNEW, Chief Engineer.

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The Coal Trade.

The tonnage for the week ending on the 2d inst., as reported by the Miners' Journal, was 570,974 tons, and for the year 14,619,564 tons, against 14,978,180 tons to corresponding time last year, a decrease of 358,616 tons. The bituminous tonnage for the week was 95,929 tons, and for the year 2,983,057 tons, making a total of all kinds for the week of 666,903 tons, and for the year 17,552,621 tons, against 17,723,273 to corresponding date last year, a decrease of 170,752 tons. At Port Richmond for the week ending the 9th instant there were receipts of 75,000 tons of coal, shipments of 55,000 tons, leaving 180,000 tons on hand. The quantity of coke and coal transported over the Pennsylvania Railroad for the week was 102,806 tons, and for the year 3,143,376 tons, of which 575,045, was coal and 481,189 coke. This embraces all the coal carried both east and west. At Perth Amboy for the week ending on the 2d of October, the receipts of coal were 17,282 tons, making the total receipts to date 182,844 tons; the shipments for the week were 14,836 tons, and to date 164,405 tons, leaving on hand 20,879 tons.

The annual meeting of the stockholders of the Louisville and Nashville railroad was held in Louisville, Ky., on the 6th inst. Thos. J. Martin and Albert Fink, respectively president and general superintendent, resigned their offices. Messrs. B. F. Guthrie and H. C. Marrell, of Louisville, and P. J. Potter, of Bowling Green, were elected directors. The following officers of the company were elected for the ensuing year: Hon. E. D. Standiford, of Louisville, president; H. Victor Newcomb, of Louisville, vice president; W. Ranney and A. M. Quarrier, of Louisville, secretaries. No superintendent was elected.

The franchise of the Barclay street ferry to Hoboken has been awarded, by the Sinking Fund Commissioners, to the Hoboken Land Improvement Company for three years, at 2½ per cent. of the gross receipts of the ferry. The Chambers street ferry to Pavonia avenue to the Erie Company, for one year, on the same terms, together with \$15,000 for the use of the wharf property.

The Grand Rapids, Newaygo and Lake Shore Railroad has been extended more than ten miles, from Newaygo north to Morgan, on the Muskegan and Big Rapids Branch of the Chicago and Michigan Lake Shore Railroad. The road is now 47 miles long. The extension forms another route to Big Rapids. The road penetrates some of the best pine lands in Western Michigan.

At a meeting of the stockholders of the Toledo, Wabash and Western Railway Company in Toledo, Ohio, on the 6th inst., the following gentlemen were elected directors: John W. Ellis, W. B. Isham, Ossian D. Ashley and Solon Humphreys, of New York, and C. F. Curtis, of Toledo.

The contract for a duplex pumping engine for the Newton Water Works at Newton, Mass., has been awarded to H. R. Worthington of New York. The engine will have a capacity for raising 5,000,000 gallons of water 184 feet high into the distributing reservoir, about four miles distant.

Rockford, Rock Island and St. Louis R. R.

The following order has been entered by Judge Drummond in the suit of the Union Trust Company:

As a part of the order entered Sept. 30 last, it is further ordered that in making the necessary repairs specified in said order of Sept. 30, said receiver is authorized to purchase and put down upon the track of said railroad such number of ties as may be indispensably necessary to make such road for the present reasonably safe for the transportation of persons and property—this order being subject to all the conditions, restrictions and limitations contained in said order of Sept. 30.

The temporary injunction against the Portland and Ogdensburg Railroad Company, restraining it from building its road through Carroll and Whitefield, to a connection with the Vermont Division at Dalton, has been dissolved, and all litigation withdrawn, and work resumed.

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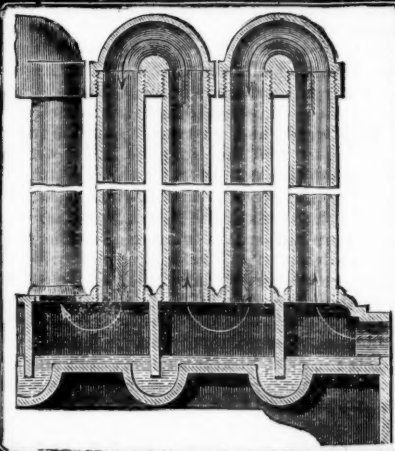
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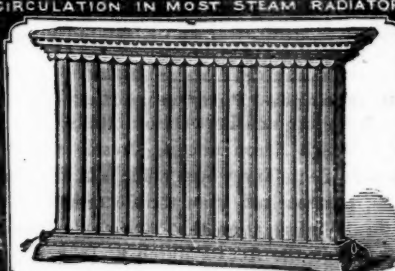
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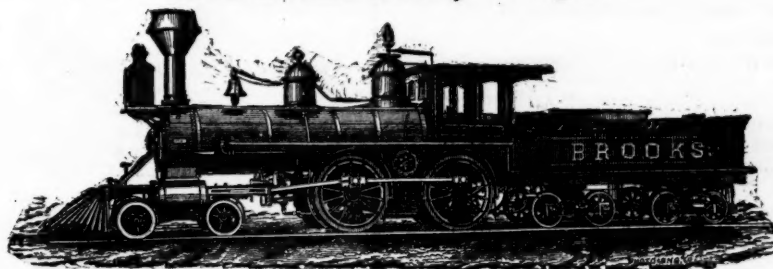
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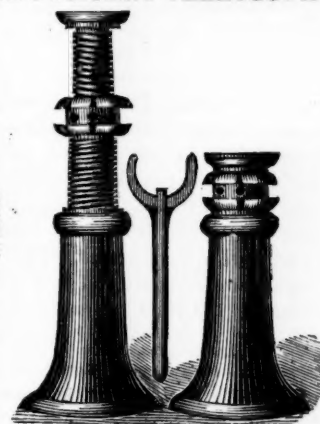
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The Pickson Manufacturing Co. of Scranton,

National Telegraph Co.

Alfred A. Cohen, Esq., President of the National Telegraph Co. of California, now on a visit to this city, makes the following statement in regard to the new company:

"The National Telegraph Company is organized for the purpose of building lines all over the United States, at least over all such portions as it shall be considered profitable to do so. The company was organized about July 1, 1875, the articles of incorporation being filed about that time, Senator Sharon, the millionaire Senator from Nevada, being one of the original incorporators. The capital stock is \$25,000,000, divided into 250,000 shares at \$100, of which sum \$750,000 has already been paid in, or ten per cent. upon the stock subscribed. The purpose is to greatly lessen the present rates of telegraphing, and for this purpose the company has been negotiating for some time past for several patent rights which will enable them to do so with profit. Work will be begun early in the spring, and first class lines will be built, lines that can be operated at advantage at all times."

The revenue of the Chesapeake and Ohio Canal for the month of September was: From tolls, \$63,895 98; water and other rents, \$3,263 75; interest on deposits, \$516 83; total, \$67,676 61. The coal tonnage for the month was 115,129 tons, an increase of 14,194 tons over September, 1874. The current expenses for operating and maintaining the canal, including pay of officers, &c., for the month, was \$17,005 84; expenses of operating wharves at Cumberland, \$1,143 34; extraordinary repairs, dredging and cost of material for winter use, \$4,142 56; total expenses, \$22,291 74. Net revenue for the month, \$45,384 87.

A special town meeting was held at Great Falls, N. H., on the 7th inst., to take action in regard to building a new bridge between Great Falls and Berwick. The matter was referred to a committee of three to get estimates for wood and iron bridges, to confer with the authorities at Berwick and report at another meeting to be held November 3.

Narrow gauge railways are meeting with considerable favor in Switzerland. The longest road of this class now in course of construction is that from Geneva to Lausanne, along the Jura mountains. Its length is 55 miles. Narrow gauge tramways have been introduced in Zurich.

Colonel W. R. Arthur has resigned the position of General Superintendent of the St. Louis, Kansas City and Northern railroad, and Major Jas. F. How, for a long time Secretary and Paymaster of the road has been appointed acting Superintendent.

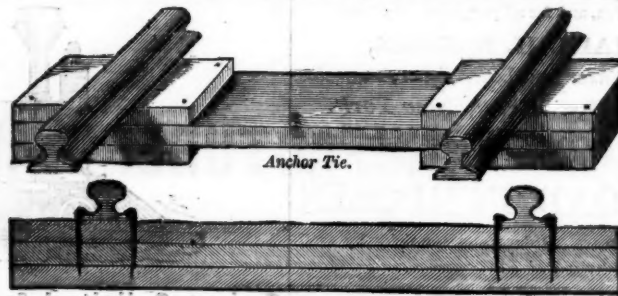
The Sioux City and Pembina Railroad Company have let contracts to have their road finished from Sioux City to Richland, Dak., thirty miles north, by January 1.

Major G. W. Grice, of Portsmouth, Va., has been elected President of the Raleigh and Gaston and Richmond and Atlanta Air Line Railroad.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh, Steel or Iron Rails, and of any required weight and pattern.

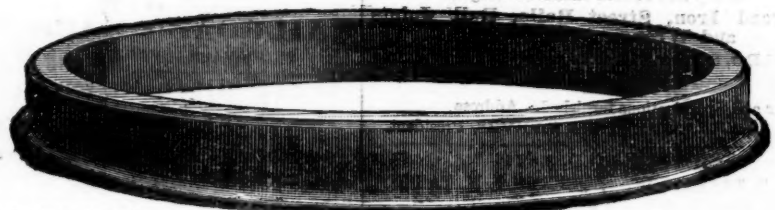
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TRIPLER RAILROAD CROSS TIE COMPANY,
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These Ties are now offered to the Railroad public with the assurance that they will meet the growing want of an improvement in this branch of Railroad industry. The Tripler Tie has had three years' severe test on one of the principal roads of this State, and has more than come up to the expectation of the inventor. These Ties are steam cured and made indestructible by antiseptic compounds. They possess elasticity, durability, even surface, uniform size; can be repaired when worn by the rail; less strain on rolling stock. The Tripler Railroad Cross Tie Company are now prepared to furnish Railroads with any quantity for immediate delivery or for the ensuing year. Some of the Ties which have been in use three years are now in the office of the company for inspection. For further particulars, testimonials, &c., apply to

A. B. TRIPLER, Agent, 235 S. Third Street.

N. B.—Those Roads wishing to adopt this Tie, situated at a distance from the factory, the T. R. C. T. Co. are prepared to put up work as near as possible to the line of the road, thus saving the cost of transportation.

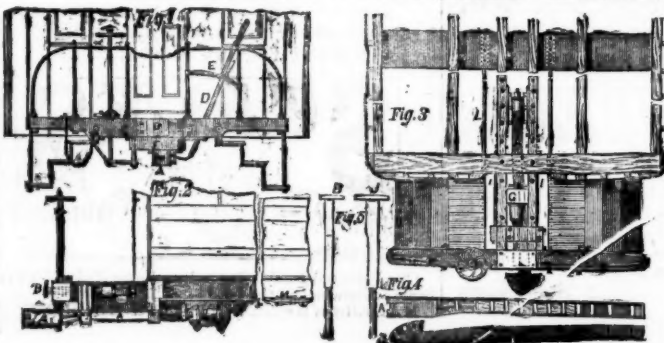
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